The Hong Kong Daily Press.

No. 9036 號六十三第千九第 日九十月一十年二十緒光 HONGKONG, TUESDAY, DECEMBER 14TH, 1886. 二拜禮 號四十月二十英港香 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

December 13, CANTON, British str., 1,110, Bremner, Shanghai 9th December, General.—JARDINE, MATHESON & Co.

December 13, CHING-TU, British steamer, 1,259, Vardin, Glasgow, and Singapore 4th Dec., General.—BUTTERFIELD & SWIRE.

December 13, COLOMA, American bark, 850, C. M. Woges, Portland (Oregon) 21st Oct., and Astoria 25th, Lumber and Spars.—MELCHERS & Co.

December 13, PEKING, British steamer, 954, G. Heuermann, Shanghai 10th December, General.—SIEMSSEN & Co.

December 13, DIAMANTE, British steamer, 514, McCaslin, Manila 10th December, General.—RUSSELL & Co.

December 13, MARCIA, British steamer, 1,060, Mackintosh, Whampoa 13th December, General.—SIEMSSEN & Co.

December 13, AMAZONE, French steamer, 2,124, P. Bonnefoy, Marseilles 7th Nov., Port Said, Suez, Aden, Colombo, Singapore, and Saigon 9th Dec., Mails and General.—MESSAGERIES MARITIMES.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 13TH DECEMBER.

Orestes, British str., for Singapore.
Anchises, British str., for Amoy.
China, German str., for Saigon.
City of Peking, Amr. str., for Yokohama.
Killarney, British str., for Bangkok.
Kutsang, British str., for Shanghai.
Cicero, British str., for Kuchinotzu.
Welle, German str., for Hoihow.
Saïsee, French str., for Haiphong.
Danube, British str., for Bangkok.

DEPARTURES.

December 13, ANTON, German str., for Hoihow.
December 13, PROPONTIS, British steamer, for Saigon.
December 13, JACOB CHRISTENSEN, Norwegian str., for Kutchinotzu.
December 13, VIPERE, French g-b., for Touron.
December 13, LA CLOCHETERIE, French corv., for Touron.
December 13, TAIWAN, Brit. str., for Shanghai.
December 13, KUTSANG, Brit. str., for Shanghai.
December 13, ANCHISES, British steamer, for Shanghai.
December 13, PEKING, Brit. str., for Whampoa.
December 13, CANTON, Brit. str., for Whampoa.
December 13, TANTALLON, British steamer, for Whampoa.
December 13, ORESTES, British str., for London.

PASSENGERS.

ARRIVED.

Per *Canton*, str., from Shanghai.—32 Chinese.
Per *Ching-tu*, str., from Glasgow, &c.—Mr. McGregor, and 68 Chinese, from Singapore.
Per *Coloma*, barque, from Portland (Oregon).—Mrs. R. B. Knapp and servant, and 350 Chinese.
Per *Peking*, str., from Shanghai.—58 Chinese.
Per *Diamante*, str., from Manila.—3 Europeans and 91 Chinese, deck.
Per *Amazone*, str., for Hongkong.—From Marseilles.—Mr. and Mrs. Mannich and 2 children, Messrs. de Baillen and Bryant. From Singapore.—Capt. H. D. Witomuc, and Mr. Lutch. From Saigon.—Messrs. Silvestre, Havier Chauffeur, Kervella, and Roncey, 10 Aspirants, and 71 Chinese. For Shanghai.—From Marseilles.—Mdme. and Mdlles. Orion, Mr. and Mrs. Tong Hica Chen and 2 children, Sisters Rousseau, Escoffier, Pierres, Ruellein, Cretin, Tarrisre, Travel, Arbanet, Menel, and Eire, Messrs. G. Valette and P. Gremand. For Yokohama.—From Marseilles.—Mr. Paul Colomb.

TO DEPART.

Per *Saïsee*, str., for Haiphong.—Messrs. Baudon, Tournier, and Leneven, and 29 Chinese.
Per *Ava*, str., from Hongkong.—For Saigon.—Messrs. Le Caroller, Le Moan, J. Batard, J. Plateau, M. Vallee, and Y Chew. For Singapore.—Brothers A. Feral and J. Record, Messrs. Otto Herbertz, Carl Joest, and J. Wilson. For Marseilles.—Messrs. F. Fairhurst, Dolbisheff, and M. de Montalembert. From Shanghai.—For Marseilles.—Mr. H. Rosenswaig. From Yokohama.—For Marseilles.—Messrs. Kurokawa, Tatsumi, Taba, Fukushima, Kasano, Willing, Foyodo, Kosaka, and Muller.

REPORTS.

The British steamer *Peking*, from Shanghai 10th December, reports had brisk N.W. wind to Tae Island; thence to port moderate N.E. winds and fine weather throughout.

The British steamer *Diamante*, from Manila 10th December, reports had strong monsoon and clear weather and very heavy sea to lat. 20 N.; thence to port fresh wind and cloudy weather.

The American barque *Coloma*, from Portland (Oregon) 21st October, and Columbia River Bar 25th, reports 17 days to Honolulu; stopped there for one day. Had generally pleasant weather, 17 days to port, all well on board.

The British steamer *Chingtu*, from Glasgow and Singapore 4th December, reports had fine weather the first part of the passage; on the 6th and 7th strong gale and high sea, wind veering from N.N.W. to N.E. by S., strong breeze and high sea for the remainder of the passage.

THE HONGKONG AND KOWLOON WHARF, GODOWN, AND CARGO-BOAT COMPANY.

THIS Company will receive STEAMERS and SAILING VESSELS alongside their WHARVES at KOWLOON, Land, and Store GENERAL CARGOES, in FIRST CLASS GRANITE GODOWNS at 30 Cents per ton weight or measurement, including SEVEN Days Free Storage:—
Wharfage for Craft under 375 feet...$60.00
" " over 375 feet...$75.00
and also Undertake the Re-shipment, delivery into Craft alongside the Wharves, or at any of the principal receiving places on this side at 3 at 8 Cents per package.

FERRY.

One of the Company's Steam Launches will Run Daily (Sundays included) starting punctually from Pedder's Wharf and the Company's Wharf at Kowloon, and convey Passengers to and fro FREE OF CHARGE.

LEAVES KOWLOON at 6.15 A.M., 7.15, 7.45, 8.15, 9.00, 10.00, 11.00, 12.00, 1.00 P.M., 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, and 11.30.

LEAVES HONGKONG, 6.30 A.M., 7.00, 7.30, 8.00, 8.30, 9.30, 10.30, 11.30, 12.30 P.M., 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 11.00, 12.00.

For Further Particulars, &c.
Apply to
W. KERFOOT HUGHES,
Agent,
Pedder's Street.
Hongkong, 6th May, 1886. [953

TIMBER.

THE Undersigned, Agents for Messrs. E.E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd November, 1886. [2060

INTIMATIONS.

CHRISTMAS CHEER!!

LANE, CRAWFORD & Co. have received a New Stock of OILMAN'S STORES and HOUSEHOLD GROCERIES including the following seasonable delicacies:—

SOUPS:—
Real Turtle, Mulligatawny, Ox-tail, Giblet, Clam Chowder, Soup and Bouilli, Hotch Potch, &c., &c., &c.

FISH:—
Sardines in Oil, Citron, Tomatoes, and Butter; Whitebait, Trout, Anchovies, Tunny Fish, Oysters, Tamarind Fish, Macassar Red Fish, Harengs and Maquereaux au vin Blanc, Pilchards, Salmon Cutlets, Salmon Kippers, &c., &c.
PATENT PRESERVED LAX.

GAME AND PATTIES:—
Galantine of Game, Boar's Head, Wild Duck, Paté de Foies Gras, assorted Game and English Patties, Rabbit and Onions, French Patés, Grouse, Truffled Chicken in Jelly.

TONGUES:—
Smoked, Collared, Picnic, Lunch, Spiced, Paysandu, Pig's, Russian Ox.

SUNDRIES:—
Apple Sauce, Brawn, Essences, Pig's Feet, Sage-and-Onion Stuffing, Tripe, Potted Meats, Candied Peels, Currants, Raisins, Spices, Curries, Chutnies, French and English Vegetables, Black Leicestershire Mushrooms, Pickles, Tabasco Sauce, Flavoured Jellies, Salad Cream, French Vinegar, French Mustard, Stuffed Olives, Westphalia Sausages, Lyons' Sausages, Beart's Suffolk Bacon, &c., &c.

DESSERT FRUITS:—
Fruits in Syrup, Noyeau and Brandy; Crystallized French Plums, Jordan Almonds, Orange, Lemon and Vanilla Creams, Cutting's Dessert Fruits.

NEW SEASON'S MUSCATELS, SMYRNA FIGS AND ELVAS PLUMS.

NUTS:—ALMONDS IN SHELL, BRAZIL, AND BARCELONA.

PLUM PUDDINGS AND MINCEMEAT.

HUNTLEY AND PALMER'S
CHRISTMAS CAKES.

FINEST SELECTED YORK HAMS.

CHEESE:—
GORGONZOLA, STILTON, GLOSTER, ALBERT, AND AMERICAN.

HUNTLEY AND PALMER'S "CHRISTMAS" AND ASSORTED
BISCUITS.

FRENCH AND ENGLISH
CONFECTIONERY!
FANCY CHOCOLATES AND CHOCO-LATE CREAMS.
BON-BONS.

ALSO,
WINES AND SPIRITS,
All First Class Brands,
(for Details see December Wine List).

CHAMPAGNE:—AYALA & Co.'s, (L., C. & Co. assert this to be the Finest Brand of Champagne imported into Hongkong) Quarts, $21.00; Pints, $23.00.
SHERRIES:—SACCONE'S & CUTLER PALMER & Co.'s.
CLARETS:—L., C. & Co.'s, & ADET SEWARD & Co.'s.
PORTS:—CUTLER PALMER & Co.'s and L., C. & Co.'s own "Red Seal."
BURGUNDIES:—ADET SEWARD & Co.'s & CUTLER PALMER & Co.'s
HOCKS:—CUTLER PALMER & Co.'s and Californian.
BRANDIES:—Hennessey, Courvoisier, Exshaw, & L., C. & Co.'s.
WHISKIES:—L., C. & Co.'s "Special Blend" Teachers Highland Cream, Napier Johnstone's, Bulloch Lade's, Dunville's, The Carlton, and Kellar's Old Rye.
RUM:—Demerara and Old Jamaica.
GIN:—Swaine Boord's Old Tom and Van Hoboken's Geneva.
ALE and PORTER:—(L., C. & Co.'s special agencies)—Foster's and Bulldog brands, of Bass's Ale and Guinness's Stout, and Clausen's Champagne Lager Beer.
BITTERS:—Angostura, Boker's, Orange, Chiretta, Bolivar.
LIQUEURS:—Benedictine D.O.M. (specially recommended) Chartreuse, Curacao, Maraschino, Noyeau, Cherry Brandy, Ginger Brandy.
VERMOUTH:—Torino (L., C. & Co. special agents) and Noilly Prat's French.

CIGARS.

L., C. & Co. confidently recommend their special make of Cigars "THE MANILAS" as being the best possible brand of Manila Cigars procurable, they are made of pure Isabela and Cagayan tobacco and contain no flavouring oils or adulteration. The immense quantity sold since this Cigar was first introduced by L., C. & Co. speaks for its great appreciation by all smokers here and at home.

☞ SEE OTHER ADVERTISEMENTS IN THE LOCAL PAPERS.

LANE, CRAWFORD & Co.
Hongkong, 10th December, 1886. [26

BEFORE YOU BUY

EXAMINE my Stock of CHRISTMAS NOVELTIES which will be found to be very complete with the New Season's Productions and very moderate in price.

Very Charming Plush Clocks.
Jewel Cases, Work Cases.
Blotting Books and Stationery Cases.
Card Cases and Pocket Books.
Brass Card Trays and Writing Sets.
Fancy Inkstands.
Ladies' Bags.
Gentlemen's Dressing Cases.
Plush and Wood Frames in great variety.
Plush and Leather Albums in abundance.
Plush Mirrors, Smokers Sets.
Lacquer Japanese Albums.
All the New Children's Books.
New Boy's and Girl's Books.
New Toys, New Games.
Handsome Framed Pictures.
New Programme Cards and Menus.
Christmas Cards now at ½ price.
Letts' Diaries and Calendars.
Boxes of Bon Bons.

W. BREWER, Queen's Road.
UNDER HONGKONG HOTEL. [25

INTIMATIONS.

KELLY & WALSH, LIMITED,

have this day commenced their Annual Show of FANCY AND LEATHER GOODS suitable for
CHRISTMAS PRESENTS.
Very Handsome Plush Work Baskets.
Leather Writing Desks and Tourist Cases.
Brass Sets of Smoker's Requisites.
Ornamental Inkstands and Paper Books.
A very large and varied Selection of Photo Albums and Photo Screens in plush and leather.
The Compendium of Games: comprising 13 different Games.
New Season's Fans in novel designs.
Glove and Handkerchief Sets.
Jewel Cases and Ladies Companions.
Cigar and Cigarette Cases.
Card Cases.—Pocket Books—Letter Cases.
A Magnificent Assortment of Aluminum and Gold Pencil Cases and Penholders, and Mordan's Silver Pencils.
A Small Selection of Reed and Barton's Celebrated Electro-Plated Ware in new and chaste designs.
All the New Season's Children's Books and Volumes of Bound Annuals for the year including Harper's Young People, Boys' Own Annual, Girl's Own Annual, Every Boy's Magazine, Every Girl's Magazine, Chatterbox, Little Wide Awake, Little Folks, Children's Friend, Infant's Magazine, &c., &c.
Christmas Number of The Graphic—Illustrated London News—and Illustrated Sporting and Dramatic News.
KELLY & WALSH, LD., HONGKONG.
241

CHAS. J. GAUPP & Co.

HAVE JUST RECEIVED
A SPLENDID SELECTION OF
DIAMOND AND GOLD JEWELLERY
SUITABLE FOR
CHRISTMAS & NEW YEAR PRESENTS.

Diamond Necklets.	Diamond Rings.
Diamond Pendants.	Diamond Scarf Rings.
Diamond Bracelets.	Diamond Scarf Pins.
Diamond Brooches.	Diamond Studs.
Diamond Earrings.	Diamond Collar Buttons.

A Magnificent DIAMOND BROOCH LILY —Price, $4,000.
Also,
A very Large Invoice of DIAMONDS, from ¼ to 5 Carats, 1st Class STONES specially selected and bought very favourably in PARIS.

Gold Necklets.	Gold Scarf Rings.
Gold Lockets.	Gold Scarf Pins.
Gold Bracelets.	Gold Signet Rings.
Gold Brooches.	Gold Albert Chains.
Gold Earrings.	Gold Pencil Cases.
Gold Lace Pins.	Gold Seals and Compasses.

A very fine Selection of
PEARL JEWELLERY,
the Latest Novelties.

GOLD and SILVER WATCHES of the best quality in a large variety.
GILT CARRIAGE AND DRAWING-ROOM CLOCKS.
SILVER and ELECTRO-PLATED WARE by the best Manufacturers.
SILVER RACE CUPS.
Hongkong, 8th December, 1886. [2296

JAPAN! JAPAN!! JAPAN!!!

NOTICE.

KUHN & Co.,
OF YOKOHAMA,
Beg respectfully to announce that they will Exhibit and Offer FOR SALE during the month of DECEMBER, one of the
GRANDEST COLLECTIONS
OF
ANCIENT AND MODERN JAPANESE CURIOS,
WORKS OF ART,
EVER SEEN TOGETHER,
comprising:—
BRONZE, LACQUER, IVORY, CLOISONNE, SILK BROCADES, SCREENS, QUILTS, GOWNS, JACKETS, CURTAINS, JEWELLERY, &c., &c.
OVER
50,000 ARTICLES from 25 CENTS to $5,000 AN ARTICLE
Hongkong, 8th December, 1886. [2298

J. MARINBURK & Co.
Marine House, Queen's Road, Hongkong.
MANUFACTURERS OF
FIRST CLASS FURNITURE AND UPHOLSTERY,
Every description in Foreign & latest Designs.
ARTISTIC DRAPERIES AND LAMBREKINS.
DRAWING ROOM, LIBRARY AND DINING ROOM SUITES.
COMPLETE BEDROOM SUITES with Elegant Designs of DRESSING CASES.
BEDDING AND BEDSTEADS.
A Large Variety of latest Style of TAPESTRIES, VELVETS, SILK FURNITURE, PLUSHES in all Colours, Plain and Embossed.
FRINGES, TASSELS, CORDS by the Yard.
GILT MOULDINGS, PICTURE FRAMES, and CORNICES; also made with Silk Plushes.
The UPHOLSTERING is entirely done by MR. MARINBURK.
STEAMERS REFITTED WITH FIRST CLASS UPHOLSTERY WORK.
Hongkong, 7th September, 1886. 1729

PROSPECTUS OF THE
CHINESE IMPERIAL GOVERNMENT SEVEN PER CENT. SILVER LOAN E, 1886.

In Terms of Agreement made with HIS EXCELLENCY CHUN YUN and confirmed by the TSUNG-LI YAMEN to the BRITISH MINISTER at Peking on the 13th August, 1886.

The Loan is for Kuping Taels 700,000, the equivalent of Taels 767,200, Shanghai Sycee, in Bonds of Shanghai Taels 250 each.
Interest at the rate of Seven per cent. per Annum, payable half-yearly on 31st March and 30th September.
The First Payment of Interest will be made on 31st March, 1887, and calculated from 15th December, 1886.
The Bonds are redeemable at par by half-yearly drawings up to 31st March, 1917, as per Schedule attached to Prospectus.
Principal and Interest payable at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, and at other Offices of the Bank at the current rates of Exchange for Demand Bills on Shanghai.
With reference to the foregoing the HONGKONG AND SHANGHAI BANKING CORPORATION invite Tenders for the above Loan until 4 o'CLOCK P.M., on WEDNESDAY, the 15th December, 1886.
No Tender will be entertained under Taels 262·50 for each Bond.
The Amount allotted must be paid in Dollars at Exchange of 72 on or before the 22nd December, 1886, when letters of allotment will be exchanged for Bonds to Bearer.
PROSPECTUS AND FORM OF TENDER can be obtained on application at the Bank.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
JOHN WALTER,
Acting Chief Manager.
Hongkong, 23rd November, 1886. [2203

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID UP .....£ 500,000.
Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased at 92½ per Cent. on the original amount of Claims.
Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager, Hongkong Branch.
Hongkong, 31st May, 1886. [7

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND .....4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS .....200,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
Chairman—A. McIVER, Esq.
Deputy Chairman—M. GROTE, Esq.
Hon. J. Bell-Irving. | H. Hoppius, Esq.
C. D. Bottomley, Esq. | H. R. M. Huntington, Esq.
H. L. Dalrymple, Esq. | Hon. A. P. McEwen.
W. H. F. Darby, Esq. | Hon. F. D. Sassoon.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
ACTING CHIEF MANAGER.
Hongkong—JOHN WALTER, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.
JOHN WALTER,
Acting Chief Manager.
Hongkong, 28th August, 1886. [5

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.
3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.
5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, 8th May, 1885. [8

HONGKONG RACES, 1887.

WEDNESDAY, THURSDAY, & FRIDAY, the 23rd, 24th, and 25th February.

HONGKONG DERBY.

THE HONGKONG DERBY, a Sweepstakes of $20 each, half forfeit if declared on or before the date of closing entries, with $100 added for 1st Pony and $50 for 2nd. For all China Ponies *bonâ fide* Griffins at date of Entry (SATURDAY, the 22nd January, 1887), First Pony 70 per cent., 2nd Pony 20 per cent., and 3rd Pony 10 per cent. Weight—10st. 10lbs. Distance, One Mile and a Half.
Nominations close on SATURDAY, the 18th December, 1886, addressed to the CLERK OF THE COURSE, at the Hongkong Club.
By Order,
J. GRANT,
Acting Clerk of the Course.
Hongkong, 22nd November, 1886. [2188

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st instant, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, 10th December, 1886. [2313

WANTED.

A SITUATION as MANAGER of some Business by a man lately arrived from England with his Wife, both temperance people. Has knowledge of business in a Restaurant.
Address, A. B.,
Care of Mr. MACDOUGALL,
2292] Temperance Hall, Hongkong.

IRON-FRAMED PIANOS,
BY
M. F. RACHALS & Co., HAMBURG.
COTTAGE PIANOS, Shanghai Tls. 235 & 300
GRAND PIANOS, ..Shanghai Tls. 450
SOLE AGENT FOR CHINA AND HONGKONG.
SYDENHAM MOUTRIE,
THE PIANOFORTE AND MUSIC WAREHOUSE, Shanghai.
14th May, 1886. [89

STANDARD LIFE OFFICE.

INVESTED FUNDS.....£6,466,527

ENDOWMENT ASSURANCE POLICIES
SECURED PAYMENT POLICIES
RETIREMENT ANNUITY POLICIES
Are granted under liberal conditions as regards Rates, Non-forfeiture, Surrender, and Revival.

EVERY facility is afforded for despatch of Business. Premiums moderate. Proposal Forms on application.
THE BORNEO COMPANY, LIMITED,
Agents, Hongkong.
Hongkong, 20th April, 1886. [205 -3

AUCTIONS.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

IN THE MATTER OF KWOK YING SHEW and TSUI TSZ HI, Bankrupts.

PARTICULARS AND CONDITION OF SALE OF
VALUABLE LEASEHOLD PROPERTY,
Situate in
WING LOK STREET, Victoria, Hongkong.

To be Sold by Public Auction,
on
TUESDAY,
the 14th day of Dec., 1886, at 3 o'CLOCK P.M. at the Premises,
BY
J. M. ARMSTRONG, Auctioneer.

ALL those Pieces or Parcel of GROUND situate lying and being at Victoria known and registered in the Land Office as Sections E and F of MARINE LOT No. 1. Together with the MESSUAGES ERECTIONS AND BUILDINGS thereon. The Premises are held for the residue of the term of 999 years created by an Indenture of Crown Lease of the whole of Marine Lot No. 1. Subject to the proportion of Crown Rent and subject also to an Indenture of Mortgage on the whole of Marine Lot No. 1 to secure $100,000 of which $35,000 only is now due and which is secured upon the Sections now offered for Sale and upon Section D. It is believed that the Mortgagee will discharge the Property upon payment of the principal sum of $24,000.
For Particulars of the Property and Conditions of Sale, apply to
C. EWENS,
Solicitor,
45, Queen's Road,
Hongkong.
Hongkong, 10th December, 1886. [2310

PUBLIC AUCTION.

MR. G. R. LAMMERT has received instructions to Sell by Public Auction, on
THURSDAY,
the 23rd day of Dec., 1886, at 3 o'CLOCK P.M., at the Premises.

A VALUABLE LEASEHOLD PROPERTY,
Situate in Queen's Road Central, Victoria, Hongkong, being Portion of MARINE LOT No. 2 abutting on the North side thereof on Marine Lots Nos. 2c and 2n, and measuring thereon 124 feet and 1 inch or thereabouts, on the South side thereof on Queen's Road, and measuring thereon 121 feet and 5 inches or thereabouts, on the East side thereof on other Portions of the said Marine Lot No. 2, and measuring thereon respectively 86 feet and 7 inches, and 23 feet or thereabouts, and on the West side thereof on Marine Lot No. 3, and measuring thereon 111 feet or thereabouts, which said Premises contain an Area of 13,535 square feet and are intended to be registered in the Land Office as SECTION B OF MARINE LOT No 2, and are held for the unexpired residue of a term of 981 years.
The Property will be Sold in One Lot subject to all rights of way and to the Annual payment of $238.22 the proportion of Crown Rent payable in respect thereof and is sold subject to the present Tenants of the Property remaining at their option until the 31st March, 1887, and the Purchaser will not be able to give them notice to vacate the Premises before that date.
For Plan and further Particulars of the Property and Conditions of Sale, apply to
WOTTON & DEACON,
Solicitors for the Vendor,
35, Queen's Road,
Hongkong;
or to
G. R. LAMMERT,
Auctioneer,
Hongkong.
Dated 11th December, 1886. [2323

THE HONGKONG HOTEL COMPANY, LIMITED.

ISSUE OF $200,000 SEVEN DOLLARS PER CENT. MORTGAGE DEBENTURES OF $500 EACH TO BE PAID OFF ON THE 31ST DAY OF DECEMBER, 1899.

Applications are invited for $200,000 in $7 per cent. Mortgage Debentures of $500 each. These Debentures are issued in order to repay the money temporarily borrowed by the Company for the purchase of the Property presently mentioned.
The Company are doing a large and increasing business as Hotel Keepers and require an extension of their Premises. They have accordingly agreed to purchase the block of buildings situate on the Praya in the occupation of Messrs. Melchers & Co. and registered in the Land Office as the Remaining Portion of Marine Lot No. 7 for the price of $192,500. The Property measures on the North 108 feet 6 inches or thereabouts, on the South 104 feet or thereabouts, on the East 175 feet or thereabouts, and on the West 175 feet or thereabouts, and it is intended to erect without delay on the said Premises a new Wing for the Hotel at an estimated cost of not less than $40,000.
The Loan will be secured by a first charge on the said Property which by a Lease dated the 31st December, 1881, was demised to Mr. F. W. REINERS for Five years from that date at the Annual Rental of $10,000 the Lessee paying in addition Rates and Taxes.
The Debentures will be issued at a premium of $5 per cent. for sums of $500 each made payable to bearer and carrying interest from the 1st day of January, 1887, at the rate of $7 per centum per annum payable quarterly on the 31st day of March, the 30th day of June, the 30th day of September, and the 31st day of December at the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, or at any of its branches at the current rate of exchange upon presentation of the Coupons attached to the Debentures. The terms of subscription for each Debenture are as follows: $5 on application and the balance on allotment to be paid into the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong.
Where no allotment is made the deposit will be returned in full without any deduction but without any interest, and where the number of Debentures allotted is less than the number applied for the surplus will be credited in reduction of the amount payable on allotment and any excess returned.
In case of non-payment by any applicant of the balance due on allotment the Company may forfeit the deposit and cancel the allotment, or may charge interest on the balance due at the rate of Eight dollars per centum per annum until payment.
The necessary Application Forms can be obtained from the COMPANY'S SECRETARY, or at the HONGKONG HOTEL.
Applications to be accompanied with Bankers' receipts for Deposits will be received by the Secretary up to 4 P.M. on the 27th December, 1886.
The Form and Conditions of the Debentures can be seen at the HOTEL and at the Office of Messrs. WOTTON & DEACON, the Company's Solicitors.
By Order of the Board of Directors,
L. HAUSCHILD,
Secretary.
Hongkong, 6th December, 1886. [2284

WANTED.

A FAMILY RESIDENCE on the Upper Level, Five or Six Rooms, for the end of the year.
Address, M.,
Care of *Daily Press* Office.
Hongkong, 17th November, 1886. [2151

INTIMATIONS.

REGATTA HOLIDAYS.

THE Undermentioned Banks will be CLOSED for the Transaction of Public Business at NOON, on THURSDAY, FRIDAY, and SATURDAY, the 16th, 17th, and 18th instant.
FOR THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
R. L. SYMES,
P. Manager, Hongkong.
FOR THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
A. C. MARSHALL,
Sub-Manager, Hongkong.
FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
FOR THE COMPTOIR D'ESCOMPTE DE PARIS,
C. C. INCHBALD,
Agent.
FOR THE NEW ORIENTAL BANK CORPORATION, LIMITED.
H. A. HERBERT,
Manager, Hongkong.
Hongkong, 11th December, 1886. [2325

NOTICE.

VICTORIA REGATTA.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong on Board the FLAGSHIP at the Regatta to be held on THURSDAY, FRIDAY, and SATURDAY, the 16th, 17th, and 18th instant.
SUBSCRIBERS to the Regatta can obtain Tickets of Admission to the Flagship on application to R. T. WRIGHT, Esq., Hon. Treasurer, Hongkong and Shanghai Bank.
J. H. STEWART-LOCKHART,
Hon. Sec.
Hongkong, 11th December, 1886. [2324

PROSPECTUS
OF THE
FIRE INSURANCE ASSOCIATION OF SHANGHAI, LIMITED.

CAPITAL .....TLS. 1,000,000.
IN 10,000 SHARES OF TLS. 100 EACH.
PAID-UP CAPITAL TLS. 250,000.
(It being intended to call up only Tls. 25 per Share, of which Tls. 10 is to be paid on application, and Tls. 15 on allotment.)

PROVISIONAL COMMITTEE.
F. D. BUSH, Esq.,
(Messrs. RUSSELL & Co.)
J. CHAPSAL, Esq.,
(Agent, MESSAGERIES MARITIMES).
A. J. M. INVERARITY, Esq.,
(Manager, CHARTERED BANK OF INDIA, &c.)
C. JANTZEN, Esq.,
(Messrs. MELCHERS & Co.)
H. LESTER, Esq.,
(SIKING ROAD.)
H. J. SUCH, Esq.,
Messrs. W. HEWETT & Co.)

BANKERS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION,
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

LEGAL ADVISER.
R. E. WAINEWRIGHT, Esq.

SECRETARY, PRO. TEM.
R. W. LITTLE, Esq.

THERE can be no question that the constant growth of Shanghai, and the expansion of its trade, show that there is plenty of room for another local Fire Insurance Company.
The prosperity of the Hongkong and the China Fire Insurance Companies, a very large part of whose business is contributed in Shanghai, is a proof of the safety of such an institution as is now contemplated; and the promises of support already received justify the belief that this Company will also be a success. It is not the intention of the promoters to enter into any hostile competition with the existing institutions, as they are satisfied that the field here is sufficiently large, without doing so.
The sum which it is proposed to call up will give ample security to insurers. Out of the profits it is proposed, to pay first, interest at the rate of ten per cent. per annum upon the paid-up capital of the Association, and to divide the remainder, less such a sum as the shareholders from time to time decide to set apart towards the formation of a reserve fund, among the contributors of business in proportion to their contributions.
The Association will be registered in Hongkong as a Limited Company, under the Hongkong Ordinances.
Half the capital of the Company has already been applied for, and further applications, accompanied by a deposit of ten taels per share applied for, will be received by the HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, up to Noon of the 18th December next.
If fewer Shares are allotted than are applied for the balance of the deposit will be applied towards the payment due on allotment. If no Shares are allotted, the deposit will be returned in full.
Hongkong, 10th December, 1886. [2316

NOTICE.

THE Undersigned, Agents in China, Hongkong, the Philippine Islands, and Ports in the Straits, for the introduction of the EDISON SYSTEM OF ELECTRIC INCANDESCENT LIGHTING, are prepared to furnish estimates for the lighting of streets, public buildings, factories, houses, &c., &c., and to execute orders for plants and Electrical lighting apparatus.
This system has already made rapid progress in Japan, where it is much esteemed for its efficiency and economy. A plant of 75 16-candle power lamps has been in successful operation for many months at the office of the Official Gazette, Tokio, under the management of Japanese, who had only one week's training for the work. These lamps have been in use on an average 11 hours daily, at a cost of about half a cent per lamp per hour.
A plant of 525 10-candle power lamps is in use at the cotton factory of the Osaka Boseki Company, and the cost of running has been found to be less than one-third of a cent per lamp per hour.
The total cost of lighting the factory per year is $5,553, against an estimated cost by oil of $5,000, the Electric light having the advantage of greater brilliancy, steadiness and perfect safety. These estimates include an allowance of 8 per Cent. interest on cost of the installation, and the usual wear and tear.
FRAZAR & Co.,
Agents of THOMAS A. EDISON.
Shanghai, 27th November, 1886. [2278

$2,000 to be LENT on MORTGAGE. Good Security required.
Address, H.,
Daily Press Office.
Hongkong, 11th November, 1886. [2118

利 全
CHUN LEE,
DRAPERS, HOSIERS,
HABERDASHERS,
MILLINERS, TAILORS AND DRESSMAKERS.
No. 3, LYNDHURST TERRACE. [1593

HOTEL DES VOYAGEURS
TENU PAR
A. JELOVIS
HAIPHONG.
TABLE DE 1er ORDRE—CHAMBRES MEUBLEES
CAFE.—Consommations de 1er choix. [2139

NEW ADVERTISEMENTS.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB will be held in the CLUB HOUSE, on TUESDAY, 21st December, at 4.30 P.M., for the purpose of confirming the Resolutions passed at the EXTRAORDINARY GENERAL MEETING on the 2nd instant.
By Order of the General Committee,
C. H. GRACE,
Secretary.
Hongkong, 14th December, 1886. [2337

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 20th December, 1886, at NOON, at the Messageries Maritimes Company's Godowns, Wanchai,
FOR ACCOUNT WHOM IT MAY CONCERN.
The following all

VICTORIA REGATTA.

THIRTY-FIRST MEETING.

THURSDAY, FRIDAY, AND SATURDAY,
16th, 17th, and 18th, DECEMBER, 1886.

PATRON:
HIS EXCELLENCY W. H. MARSH, C.M.G.

VICE-PATRONS:
H. E. VICE-ADMIRAL VESEY HAMILTON, C.B., R.N.
H. E. Major-General CAMERON, C.B.
The Hon. Sir GEORGE PHILLIPPO, Knt.
Commodore MORANT, R.N.

STEWARDS:

Colonel ANDERSON, Northamptonshire Regt.	E. H. M. HUNTINGTON, Esq.
Hon. J. BELL-IRVING.	N. G. MITCHELL-INNES, Esq.
W. M. DEANE, Esq.	Comdr. McQUHAE, R.N.
D. GILLIES, Esq.	G. STEWART, Esq.
Major-General GORDON.	Col. STORER, R.E.
Captain HARRIS, R.N.	
H. HOPPIUS, Esq.	

Honourable H. G. THOMSETT, R.N.

COMMITTEE.

Hon. A. P. MACEWEN, Chairman.

G. D. BONING, Esq.	F. GRIMBLE, Esq.
A. DENISON, Esq.	J. I. HUGHES, Esq.
M. FARCONER, Esq.	F. KOCH, Esq.
T. GLASS, Esq.	J. SAMPSON, Esq.
	C. H. THOMPSON, Esq.

J. H. STEWART-LOCKHART, Esq.,
Hon. Secretary.
R. T. WRIGHT, Esq.,
Hon. Treasurer.

JUDGES OF THE ROWING RACES.
Commander RUMSEY, R.N., AND
A. K. TRAVERS, Esq.

UMPIRES AND STARTERS.
Rowing ..... { Hon. A. P. MACEWEN. / E. L. WOODIN, Esq.
Yachts ..... { W. H. RAY, Esq.
Open Sailing Boats { E. BURNIE, Esq.

JUDGE OF THE SAILING RACES:
Lieut. REIGWIN, R.N.

FIRST DAY,

THURSDAY, 16TH DECEMBER, 1886.

FIRST RACE.—12.30 P.M.

"Junior Sculls." For Single Pair Sculling Boats. Entrance, $5. Distance, One Mile. Prize, "Brokers' Cup." Three Boats to start or no Race. Open to any one who has never won a Sculling Race in China or Japan.

SECOND RACE.—1 P.M.

For Heavy Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. The Boats to be approved by the Committee. Time allowed for Oars. Distance, One Mile. Entrance, $1. Frist Prize, $15; Second, $5.

THIRD RACE.—1.30 P.M.

"Jackson-Cup." Open.—For Four-Oars. Distance, One Mile. Entrance, $5.

FOURTH RACE.—2 P.M.

For Men-of-war's Gigs and Whalers. Distance, One Mile. Entrance, $1. First Prize, $15, Second, $5. Time allowed for Oars,—8 seconds per Oar.

FIFTH RACE.—2.30 P.M.

"Parsee Cup." For Double Sculls. Distance, One Mile. Entrance, $5.

SIXTH RACE.—3 P.M.

Griffins Race: For Four-Oars. Chinese Cup. (For rowers who have never faced a starter in a Regatta). Distance, One Mile. Entrance, $5.

SEVENTH RACE.—4 P.M.

For Men-of-war's Cutters. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Time for Oars,—6 seconds per Oar.

EIGHTH RACE.—4.30 P.M.

The "Chairman's Cup." For Four-Oars. Distance, One-mile-and-a-half. Entrance, $10.

SAILING RACE.

For Men-of-war's Boats, any rig. Entrance, $2. First Prize, $20; Second, $10.

SAILING RACE.

For Merchant ships' Boats only. Entrance, $2. First Prize, $20; Second, $10.

YACHT RACE.

For Yachts Over 10 Tons. Entrance, $5. Time for tonnage. Cup presented by the Victoria Recreation Club.

SECOND DAY,

FRIDAY, 17TH DECEMBER, 1886.

FIRST RACE.—12.30 P.M.

For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5.

SECOND RACE.—1 P.M.

International Race. "Challenge Cup."—For Four Oars. Distance, One Mile. This Cup to be won two consecutive years before being finally held. Won last year by the Scotch. Distance, One Mile. Entrance, $10.

THIRD RACE.—1.30 P.M.

Boys' Race (open to the Schools in Hongkong.) Half-a-mile. Age 15 and under.

FOURTH RACE.—2.30 P.M.

For Men-of-War's Cutters. Distance, One Mile. Entrance, $1. First Prize, $20; Second, $10. No time allowed for Oars. (Winner of 7th Race, 1st Day, to be excluded).

FIFTH RACE.—3 P.M.

"Ladies' Purse." For Pair Oars. Distance, One Mile. Entrance, $5.

SIXTH RACE.—3.30 P.M.

To be Rowed in 5 or 6-Oared Royal Naval Gigs or Whalers, by Officers of Ships-of-War in Harbour. Cup presented by the Members of the Hongkong Club. Time for Oars,—6 seconds per Oar.

SEVENTH RACE—4 P.M.

For Men-of-war's Gigs and Whalers. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. Time allowed for Oars,—8 seconds per Oar. (Winner of 4th Race on 1st Day to be excluded).

EIGHTH RACE—4.30 P.M.

"Members' Cup." Presented by Members of the Victoria Club. For Four Oars. Distance, One Mile-and-a-half. Entrance, $10.

SAILING RACE.

For All Open Boats, Chinese excluded. Entrance, $2. First Prize, $20; Second, $10.

YACHT RACE.

For Yachts Under 10 Tons. Entrance, $5 Time for Tonnage. Cup presented by the Victoria Recreation Club.

THIRD DAY,

SATURDAY, 18TH DECEMBER, 1886.

FIRST RACE.—12.30 P.M.

Senior Sculls. For Single Pair Sculling Boats. Entrance, $5. Distance, One Mile.

SECOND RACE.—1.00 P.M.

For Merchant Vessels' Gigs. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5.

THIRD RACE.—1.30 P.M.

Professional Cup. (Open to crews composed of Professional, Mercantile, and Trades Fours). German Cup. Distance, One Mile. Entrance, $10.

FOURTH RACE.—2.00 P.M.

To be Rowed in Gigs. (Open to Naval and Military Officers of all Nationalities). Distance, One Mile. Time for Oars.

FIFTH RACE.—2.30 P.M.

"American Cup." Four Oars. Distance, One Mile. Entrance, $10.

SIXTH RACE.—3.00 P.M.

For Heavy Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. The Boats to be approved by the Committee. Time allowed for Oars. Distance, One Mile. Entrance, $1. First Prize, $15; Second, $5. (Winner of 2nd Race, First Day, excluded).

SEVENTH RACE—3.30 P.M.

Extra Race. For Canton Fours. (Open to Griffins and Rowers not picked in the other Club Races). Distance, One Mile.

SAILING RACE.

For all Open Boats. (Chinese excluded).

SAILING RACE.

For Hakka Boats. Entrance, $1. First Prize, $10; Second, $5.

YACHT RACES.

For Yachts Over 10 Tons. Entrance, $5. Time for tonnage. Cup presented by the Victoria Recreation Club.

For Yachts Under 10 Tons. Entrance, $5. Time for tonnage. Cup presented by the Victoria Recreation Club.

N.B.—Entries for race 2 (First Day), 1 (Second Day), 6 (Third Day) close on TUESDAY, the 14th instant, at 6 p.m., and must be sent in in writing to the HON. SECRETARY giving name of boat, colour, number of oars &c. Post entries allowed for races 4 and 7 (First Day), 4, 6 and 7, (Second Day), 2 and 4 (Third Day). Entries for the Yacht Races must be sent to Mr. W. H. RAY; Entries for the open Sailing Boats to Mr. BURNIE, on or before TUESDAY, the 14th instant.

J. H. STEWART-LOCKHART,
Hon. Secretary,
VICTORIA RECREATION CLUB.

Hongkong, 8th December, 1886. [2299

INTIMATION.

A. S. WATSON & Co., LIMITED,

HAVE NOW RECEIVED THEIR SEASON'S SUPPLY OF

XMAS CONFECTIONERY,

AND

FIRST SHIPMENT OF

FANCY GOODS.

NEW PERFUMES,
NEW SWEETS, NEW CHOCOLATES.
CUT GLASS BOTTLES,
GLOVE AND HANDKERCHIEF BOXES,
BASKETS OF CONFECTIONERY,
CRYSTALLIZED FRUITS,
CRACKERS,
&c., &c., &c.

A. S. WATSON & Co., LIMITED,
HONGKONG DISPENSARY.

Hongkong, 25th November, 1886. [22

MARRIAGES.

On the 8th instant, at St. John's Cathedral, by the Rev. F. A. J. Gace, Acting Colonial Chaplain, JAMES WHITTALL, second son of Joseph Whittall, R.N., to MARGARET, youngest daughter of the late Henry Mance. [2306

On the 2nd Nov., at St. George's, Hanover-square, by the Rev. G. F. Tamplin, uncle of the bridegroom, ARCHIBALD JOHN LITTLE, of Shanghai, eldest son of William John Little, M.D., formerly Senior Physician to the London Hospital, to ALICIA ELLEN NEVE, youngest daughter of the late Calverley Bewicke, of Hallaton Hall, Leicestershire.

DEATH.

On the 9th December, at Canton, China, LILLIE HAPPER CUNNINGHAM, the beloved wife of T. B. Cunningham. [2317

The Daily Press.

HONGKONG, DECEMBER 14TH, 1886.

THE announcement that the Chinese Government have given the French Syndicate a commission to construct a railway from Peking to Cheng Chia-wan, if correct, is an encouragement to hope that the prejudice against the iron road is waning even among the most conservative Mandarins. The railway, we presume, will be merely a toy and experimental line for the benefit of the Imperial family, for it will be only some sixteen miles in length, but even this would be a start, and, once made, may prepare the way for a railway to connect the capital with Tientsin. The discomforts of that journey are tolerably well known already; the loss of time entailed by making it, to a Western, is simply appalling. In winter and in wet weather the difficulties of the journey are greatly aggravated, and the time consumed proportionably greater. The *Chinese Times* says that lately one party took a whole day to travel from Peking to Tungchow, a distance of only thirteen miles. The springless carts of the country flounder heavily through the mire, seeking by-roads in the ploughed field to avoid the slough of the main road, which not infrequently more resembles a canal, dangerously deep, than a road. Three days are consumed in making the journey to Tientsin, some eighty miles, and even then it is very severe work for both man and beast. The alternative route by the river is scarcely more satisfactory, especially in rainy weather. Our Tientsin contemporary says that little use can be made of the wind in so tortuous a stream, even when it is nominally favourable, and so many shoals have been thrown during the late rainy season that it is only the shallowest boats that can reach Tungchow. "It is no wonder, therefore," adds the *Times*, "that all eyes are turned to the Peking-Tientsin road as the place for a railway to be made. Nowhere is the need of a civilised means of locomotion more crying than here, and nowhere are the influences that make for progress more potent. Foreign Ministers—who, by the way, are as fond of the road that leads to Tientsin as Scotchmen in Dr. JOHNSON's days were of the high road that led to London—have constant opportunities of pressing the matter on the Tsung-li Yamen, and the Viceroy, who is, after all, the most enlightened statesman in China, is a convert at heart to the iron road." It is to be hoped that the little railway said to have been ordered will not prove to be a myth. A commencement has certainly been made in this direction by the construction of the Kaiping Extension Railway, but that is mainly a mineral line, and leads, so far as passenger traffic goes, from nowhere to nowhere. But the little line now projected would start from the capital, and would be constantly seen and used by the officials. Unless the mandarins are even more conservative and fatuous than we take them to be, they would, after a brief experience of railway travelling, become eager to see the same facility of transport between Peking and its port. The Marquis TSENG is pretty certain to advocate this great and much needed improvement. After so many years' experience of the rapid and comfortable means of locomotion in Western countries, the hardships of the journey from Tientsin to Peking will not fail to make their impression upon him. Whether or not he attaches the same value to the consumption of time entailed by the trip attached to it by the more impatient Occidental, we are not in a position to say; probably not, but should he travel by land he will probably realise the full measure of the disagreebles attending the journey. The Viceroy of Chihli has lately had the merits of different railway systems brought to his notice in a most practical manner, by experimental lines laid in Tientsin, and he will be sure to support any scheme to lay a railway to the capital from Tientsin. Whenever this is accomplished we shall be able to regard the railway wedge as driven into the Central Kingdom, when other lines to great centres would gradually follow. But it will not be done in a hurry, for the Chinese Government are not impatient and the funds are not easily procured. Foreign capital is available, but will not be accepted, and it is doubtful whether the Peking Authorities would care to raise any considerable loan for the purpose.

The Macao *Independente* of the 11th instant says that the Commission appointed to inquire into the condition of the Macao Gaol as regards its security and sanitation, have condemned that institution as unfit for the purpose intended. That Commission has also been charged to select with the greatest urgency a system which is most convenient for the erection of a new prison which shall provide for the health and security of the inmates, and in which work may be given to the prisoners.

The French corvette *La Clocheterie* and gunboat *Vipère* left here yesterday for Touron.

Senor F. A. Vallador, the Colonial Secretary of the Philippines, died suddenly on the 7th inst.

The French ironclad frigate *Turenne*, Captain Dupuis, from Kobe 5th instant, arrived here on Sunday.

The Right Rev. Bishop Burdon returned from his visit to the Coast ports by the Douglas Steamship Company's steamer *Haiphong* on Saturday.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the Glen Line steamer *Glenoyle*, from London, left Singapore for this port on Sunday, the 12th inst.

Captain Thomsett did not sit as Nautical Assessor in the Admiralty suit before the Supreme Court yesterday on account of indisposition. The Chief Justice was unassisted.

We are requested to announce that Mrs. Marsh's usual Garden Party at Government House will not take place on Thursday next, that being the first day of the Regatta.

It appears by the *Peking Gazette* of the 21st November that, judging by the cost of collecting wild ginseng, its value, weight for weight is, roughly speaking, ten times that of gold.

At the St. Andrew's Ball at Singapore His Highness the Sultan of Johore honoured the occasion by appearing in full Highland costume, in which, the *Straits Times* says, he looked remarkably well.

The Spanish cruiser *Aragon*, Captain Fulunga, having completed her repairs at the Cosmopolitan dock, steamed to the man-of-war anchorage and exchanged salutes with the *Audacious* and *Turenne* yesterday forenoon.

In the last issue of the Macao Government *Gazette* appears a decree appointing His Excellency Senhor Firmino José da Costa, the present Governor of that Colony, as Minister Plenipotentiary to China, Japan, and Siam.

This afternoon at half-past five o'clock a choral festival will be held in St. John's Cathedral, when the cantata "Lauda Sion," by Mendelssohn, will be performed by the Choir and members of the Choral Society. A collection will be made at the close in aid of the Organ Fund.

We (*N. C. Daily News*) learn that the Indo-China Company have purchased the steamer *Paumben* for the coast trade. This vessel is a new one, having been built this year by A. McMillan & Son of Dumbarton, and engined by Hutson & Corbett of Glasgow. The *Paumben* has triple expansion engines.

Owing to arrangements with regard to the release of the vessel from her recent arrest in connection with her collision with the *Saghalien*, the *City of Peking* did not leave for San Francisco on Saturday; but negociations for the giving of satisfactory security proceeded yesterday, and the vessel is to leave this morning.

The following are the officers of the Foochow Lodge of Freemason, No. 1,912, for the ensuing year:—W.M., Bro. T. Reunie; S.W., Bro. J. J. Underwood; J.W., Bro. E. A. Crocker; Secretary, Bro. T. Hetherington; S.D., Bro. G. Le Gros; J.D., Bro. F. G. Backe; Treasurer, Bro. T. J. Anderson; I.G., Bro. J. M. Segardal; Steward, Bro. J. Phillips; Tyler, Bro. O. E. Bailey.

The Band of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, this evening, the 14th instant, commencing at 7.30 o'clock. The following is the programme:—

March	"Receptiva"	Loconte.
Overture	"L'Intrepide"	Bousquier.
Valse	"Sentiers Fleuris"	Waldteufel.
Polka	"Snow Bells"	Frahlings.
Selection	"Puritani"	Bellini.
Selection	"Faust"	Gounod.

It is time (says the *Daily News*) the Customs Authorities took some steps to warn shipmasters of the new danger which has recently formed near the Kintoan Light ship. This is a bank on which no less than eight vessels have recently grounded, fortunately without injury. In the meantime, if masters of steamers will, in coming in, keep a course with the Kintoan light vessel bearing N.W. by W. till within a mile of it, and then steer up to it, passing on either side, they will be safe. The best channel is on the North side. The danger is only one and three quarters of a mile from the light vessel. We believe H.M.S. *Sapphire* was the first to discover it.

The *Shanghai Courier* of the 9th inst. says:—"Benjumin's affairs were again before H. B. M.'s Supreme Court this morning, on an application by the Agra Bank for the payment of about Tls. 560,000 or the foreclosure of twelve mortgages. Benjumin did not appear. Mr. Wainewright appeared for the Agra Bank, and Mr. Latham watched the proceedings on behalf of the Chartered Bank of India, Australia, and China, which is interested in one of the mortgages. Mr. R. M. Campbell and Mr. Wainewright proved the debts and mortgages, and a decree of foreclosure, in the event of non-payment, was ordered by Chief Justice Sir. R. T. Rennie."

The St. Petersburg *Official Messenger* publishes a letter from Kashgar, dated 22nd ult., confirming the intelligence of the occupation of Kanshut by the Kashgarians. The letter explains that the territory of Kanshut was former ly subject to the rulers of Gilghit, who on their side were under the suzerainty of the Khan of Kashgar. At a later period the Kanshut territory was divided, one portion (with the town of Nagara) remaining tributary to Gilghit; while the remainder, with the town of Chunsa, placed itself in vassalage to China, and sent to the Taotai in Kashgar a small annual tribute in gold. It is the latter portion of the Kanshut territory which has been occupied by the Kashgarians. The letter proceeds to state that although Kanshut has not been entirely under the supremacy of China it is believed by some Chinese officials that the occupation announced above will have an unfavourable effect upon the relations between China and England. It is added that according to rumours which have reached Kashgaria similar ferment prevails among the inhabitants of the districts bordering on the Hindoo Khoosh in favour of union under one administration, as in former times.

In his circular, dated Shanghai, 8th December Mr. Peter Maclean thus refers to the Piece Goods trade:—The morning record of the past week has told but a sorry tale in regard to the passing trade. Day by day it has appeared with scarcely any sales declared beyond what have been effected at auction. Nor can its story be so very wide of the truth, since complaint of dulness and depression, want of orders and absence of demand, with, as a matter of course, nothing doing, has been heard throughout on every side. But if the business done privately could, as the saying goes, be put into a nut shell, it has been otherwise with the feelings and fears of the importing merchant. Sterling has been a most disquisting and trying item in his week's experiences. From a T.T. rate of 4s. 8½d. and "closing firmly" on this day week, it suddenly broke away, nor fetched up until 4s. 7d. was touched. All the while the "Wire" was working imperfectly, and wild rumours of serious decline in silver at home, rumours which were disposed of yesterday only, worked their "own sweet will" upon the poor man. It was a case of "All is lost now" with him, and almost frantic were his efforts to enforce clearance in order that he might save something from the wreck. Those it need hardly be said were not invariably successful. Money for trading purchases amongst the natives continues scarce, and willing as they may be to meet their prompts they are with few exceptions unable to do so. The *ex nihilo nihilfit* principle comes in, and the seller has just to "grin and bear it." But he lives again. That tantalising Exchange is off on the upward tack, and cheerfulness and hope are fast following in its wake. The last steamer of this season sailed for Tientsin yesterday morning. As yet we have no word of the closing of the Peiho, but late letters from thence speak as if that would very soon take place, and they add, with reference to markets, that in view of the proximity of winter every one was doing what he could to get rid of his surplus stocks. The news from Hankow, which we noted last week, resulted in some sales of Woollen goods and stiffened the market generally, but on Cottons the effect was slight, and has with difficulty been sustained. A small but steady business is doing for Chinkiang—which, however, is pretty well supplied at auction, and Japan has sent over some trifling orders for and enquiries after Cotton goods, but the good people over there are low in their notions of price, and therefore that market is not likely to be overloaded from this, at least just at the moment. The *Customs' Gazette* shows heavy clearances of Yarn for Tientsin—the expiring effort of the season.

Considerable anxiety is felt as to the safety of the steamer *D. Balduino*, of the Italian Florio-Rubattino line. This vessel left Singapore on the 28th ult., and consequently was yesterday fifteen days out from that port. She is a fine boat, sister ship to the *R. Rubattino*, which was out here a short time ago, and should make the passage almost as quickly as one of the regular mail boats. We hear she had a very large number of Chinese passengers on board.

Prospects for the Regatta are still above those of former years, but in two races at least there will be one boat short of what was expected two or three days ago. Grace has hurt his back so that he is unable to row, and as he was No. 2 in Sampson's boat for the Chairman's and American Cup races, the stroke has decided to scratch. E. B. Shepherd also is incapacitated by a bad foot, and as he was to have been pulling in the Chairman's, Members, American, and Professional Cups, Pair Oars, Double Sculls, and Senior Sculls, this is a misfortune to a number of boats. It is thought, however, that in nearly all of those events there will be some arrangement made to fill the vacancy so that the boats will not have to scratch. This, of course, cannot be the case for the Senior Sculls, for which Shepherd was entered, and unless the winner of the Junior Sculls goes in for the Senior's race, the latter will fall through for want of a competitor to Glass. F. Shepherd pulled for his brother in the preliminary heat of the Double Sculls, as will be seen below. It is also reported that Grimble will scratch his crew in two or three races in consequence of the sickness of one man. Thompson has taken Connor in lieu of Gillon, who has left the colony.

On Saturday evening some Chinese seamen went to the Police Station, and reported another piratical attack on the high seas a short distance from Hongkong. They belonged to the *Kum Cheung Fung* junk, of 2,000 piculs capacity, which is registered in Hongkong. This junk left Hongkong for Swatow and intermediate ports, with a general cargo and a crew of 20 men, last month. On the 8th she was off a place they called Tau Tau Wang, about 50 miles from this colony, and at about 7 a.m. a junk was seen a short distance astern of them, following in their wake. This vessel was two masted, and of about 1,000 piculs capacity. It overhauled them, and when quite close opened fire upon them with muskets and cannon, the latter doing some damage to their stern. They replied to the fire, but the pirate junk got closer, and stink pots having been thrown on board, the pirates boarded them. After a fight they were driven below, and the hatches were battened down over them. The pirates then sailed off with their junk to another place, where they stripped her of cargo, the personal effects of the crew, and every thing they cared to take, and then left her and sailed away. Left to themselves the crew of the pirated junk broke open the hatches and got on deck. They decided to come back to Hongkong, and reached here on the 11th, at about 5 p.m. In the fight with the pirates the steersman was shot dead, and five men were wounded. Of the latter, three were sent for treatment to the Tung Wah Hospital. The property stolen by the pirates amounted in value to about $400.

It is a well-known fact (says the Newcastle, N. S. W., *Herald*) that there is a restriction on all Chinese who arrive in the colony from China, and who wish to land in Australia without being the possessor of naturalisation papers, but it frequently happens that these Celestials elude the vigilance of the authorities, and by these means get clear. The steamers trading between Australian ports and China almost invariably employ Chinese crews, and the commanders are careful to keep their eyes open to see that they do not escape on shore, and thus leave them to pay the poll-tax of £10 per head. It was surmised that some of these Mongolians on the steamers that have been lying in Newcastle would make themselves *non est*. Prior to the departure of the steamer *Macbeth* for Hongkong, Tide-surveyor Whyte and his men counted the crew, and there were found to be no less than seven missing, and as their whereabouts could not be discovered, the captain was called upon to forfeit £70 to the revenue. The steamer *Iolani* took her departure about 5 o'clock the same afternoon, and on the crew, who were all Chinese, being inspected, ten neglected to answer to their names, and this infraction of the Act cost the captain £100 before his vessel was allowed to proceed to sea—the whole amount collected for the seventeen followers of Confucius being £170, not at all bad as far as the revenue is concerned. This is the largest number who have been known to quit a vessel in one day in Newcastle, and they will probably secrete themselves from the public gaze for some time to come, when they will exhibit their bland countenances amidst a multitude of their brethren, and exclaim "No savee!"

The second preliminary heat was pulled off yesterday afternoon—that for the Double Sculls. There are five entries and only four boats, so that four of the entries competed in the heat for a place in the final, the last boat of the four only being out; the fifth crew—Glass and Friedrichs—drew a bye, and will be in the final. The crews competing yesterday were Hayllar and F. Shepherd, Goodlad and Lawrie, Stewart and Edmonds, and Master and Turner. Hayllar was to have pulled with E. B. Shepherd, but unfortunately the latter has a bad foot, which will incapacitate him from pulling in the Regatta, and his younger brother took his seat at short notice. The boats were got off to a good start at the mile starting post off Taumati Police Station, being started from a launch. Hayllar's boat was rather quickest away, and Stewart's a trifle behind the rest. The boats kept close order for almost half the journey, not one showing anything ahead worth speaking of, but a short distance before the half mile post Stewart's boat drew out in front, and after a little while Goodlad's followed him. Hayllar's boat soon afterwards began to forge ahead of Master's, and this order was maintained to the finish, the gaps between the boats being gradually widened all the way home. Stewart and Edmonds finished between two and three lengths ahead of Goodlad and Lawrie, about the same distance divided the latter from Hayllar and Shepherd, who led Master and Turner by about as much. It was evident the leading boats were not making any struggle for first place during the latter part of the heat, being content with any position among the first three so as to qualify for the final; it was what might be called a race for last place, the crew astern of all being the only ones who had any occasion to desire to better their position. The time was 7min. 53 4-5ths secs. against a strong tide.

We take the following items from the *London and China Express* of the 5th November:—

Detachments of Royal Engineers will embark on board the troopship *Tamar* on the 1st prox. for conveyance to the China Station.

Mr. John Macgregor, of the firm of Macgregor, Caldbeck and Co., merchants, of Leadenhall-street and Shanghai, has joined the board of directors of Henry Pound, Son, and Hutchins (Limited), of 100, Fenchurch-street.

Early on the morning of the 2nd inst. the barque *Stillwater* came into collision with the P. and O. steamer *Kaiser-i-Hind*. The barque was seriously damaged, and was towed into Gibraltar by the *Kaiser-i-Hind*. The damage to the steamer was not serious, and after repairs she continued her voyage next day.

It is announced that contracts for four steamers for the China coasting trade are to be given—one to Messrs. Aitken and Mansel, one to Messrs. Charles Connell and Co., one to Messrs. D. and W. Henderson and Co., and the fourth to Messrs. Workman and Clark, of Belfast. All the engines are to be constructed at the Finnieston Engine Works, Glasgow.

The subsidised lines of Norddeutscher Lloyd to Asiatic and Australian ports are not finding that unanimous support from commercial circles which is necessary for their future welfare. In the first place, it is pointed out that the direct steamers of the Kingsin Line reach their destination earlier than the steamers of the Lloyd, the latter having to call at an English port, and also at Antwerp. In the second place, the merchants in the south-western districts of Germany complain of the high freights charged by the Lloyd steamers, rates which are much higher than those of the Austro-Hungarian Lloyd from Trieste, and the Messageries Maritimes from Marseilles. It was the desire of these merchants that the steamers should call at Antwerp in order to afford them the opportunity to ship their merchandise from a port about the same distance to the north of their sources of production, as Trieste or Marseilles is to the south, so that the railway rates should be about the same amount. But they now find that shipping from Antwerp is of no avail, in consequence of the very high rates charged for railway carriage thither.

The composite sloop *Pegasus*, Commander A. M. Farquhar, from the China Station, left Gibraltar on the 1st inst., *en route* for England.

The *Tsi-nan*, a steel screw-steamer of 2,500 tons, has been launched from the shipbuilding yard of Messrs. Scott and Co., Greenock. This steamer is the last of a contract of five secured by Messrs. Scott and Co. last year from the China Navigation Company, the fleet being intended to trade with goods and passengers between China and the Australian ports. Four of the steamers were 2,500 tons, their length being 314 feet, breadth 38 feet, depth 25 feet. The fifth vessel was a twin-screw steamer of 1,500 tons. These vessels have all been fitted up in a very superior manner. Powerful engines on the triple-expansion principle propel them, and in each case a high rate of speed has been attained.

A telegram from Aden, Nov. 1, states that the steamer *Prins Hendrik*, from Batavia for Amsterdam, had been run down and sunk by the steamer *Hubbuck*, from Sydney for London, in the Aden roads; all on board saved. The *Prins Hendrik* was struck on the starboard quarter and cut down to bilges. A survey has been held, and the surveyor reports bursting places fore and aft on main deck, three beams in fore main hatchway broken; deck at low water spring tide is ten inches above water; estimate time required to stop leak eight days; leak extends twenty-four feet from poop deck towards bottom; doubt vessel will stand strain of swelling cargo. A later telegram states that 2,700 bags of coffee in good order, ex *Prins Hendrik*, have been salved, and that the decks are rising. The owner of the steamer *Hubbuck* has received a telegram from the captain stating that the cause of the collision was that the other ship was going astern across our bow; our damage is not very serious; the vessel is quite safe to proceed; an official inquiry is demanded. The *Hubbuck* has been detained by the authorities.

THE YACHT RACE FOR THE DOUGLAS CHALLENGE CUP.

The Ocean Race for yachts was sailed on Saturday, the 11th inst. The course was the same as in previous years. Starting from Castle Peak Bay the yachts went round the White Rock off Lintin, thence round a mark boat anchored off the Lighthouse at Macao; back to the White Rock, back again to Macao, and then back to the starting point in Castle Peak Bay to win. Distance about 85 miles. The entries were:—

Mr. W. H. Forbes's Naomi ..... 30 tons.
Mr. W. H. Ray's Kathleen ..... 20 tons.
Mr. E. W. Brooke's Ariel ..... 14 tons.

TIME ALLOWANCE.

Naomi allows Kathleen ..... 16 min. 52 sec.
Naomi allows Ariel ..... 31 min. 36 sec.
Kathleen allows Ariel ..... 14 min. 44 sec.

The yachts had been sent up the river on Friday afternoon. They got off, on a flying start, pretty close together, from Castle Peak Bay, at 6.57 a.m. on Saturday, with a light wind varied with some strong flaws from off shore, rather trying to outside canvas. All three set jib topsails and ringtails, the *Kathleen* and *Naomi* balloon topsails, and the *Ariel* working topsail only. The *Ariel* was slightly headed by the *Naomi* before reaching the White Rock, which the latter passed at 7.56 a.m., the former close on her heels. The *Kathleen* having held on towards Lantao came up some little distance astern. By this time the wind had freshened and it was a free run down to the Stake Boat, with a stiffish sea and a rattling breeze, to which the three competitors spread all the canvas they well could—the jib topsails being here exchanged for spinnakers. The yachts maintained the order in which they passed the White Rock, the *Naomi*, however, considerably improving her position, and the *Ariel* increasing the distance between herself and the *Kathleen*. The *Naomi* lost ground on the run down, having to shorten sail to adjust the gaff, which had slipped its jaws from the mast. The Stake Boat was rounded:—

	H.	M.	S.
Naomi	10.	6	—
Ariel	10.	18	—
Kathleen	10.	27	—

From there the *Naomi* tacked up towards the Nine Islands, followed by the *Ariel* and *Kathleen* in the same course. The *Naomi* ran close inshore, and then laid up on the port tack, while the *Ariel* made three tacks of it, and the *Kathleen* went inside the islands. The tide was the last of the flood. In a slackening breeze the yachts reached the White Rock and rounded same:—

	H.	M.	S.
Naomi	1	34	—
Ariel	3	0[illegible]	—
Kathleen	3	32	—

The second run down to Macao it was a close haul for the greater part of the way, the wind coming around to N. W. The Stake Boat was rounded:—

	H.	M.	S.
Naomi	4	40	—
Ariel	5	32	—
Kathleen	6	10	—

On the homeward run the *Naomi* made capital time, carrying the wind to within about three miles of the finish, but at that point the wind fell light and afterwards headed, making it a dead beat up to Castle Peak Bay, taking two hours and a half to reach the lights after having sighted them. A strong flood tide, baffling light winds, followed by an almost dead calm nearly robbed the *Naomi* of all she had gained, and she only just managed to creep up to the winning post at 10.52 p.m., the official time for the three boats being:—

	H.	M.	S.
Naomi	10	52	40
Ariel	11	32	30
Kathleen	12	26	—

The little *Ariel* made a very gallant and almost successful struggle to retain the Challenge Cup won by her last year, but was beaten by 8min. 14sec. over her time allowance.

The *Kathleen* was well up and made a very creditable showing, all three yachts being in sight of each other at the finish. This was probably the best and most exciting race that has taken place for the coveted prize, of which Mr. Forbes once more becomes the holder.

SUPREME COURT.

13th December.

IN VICE-ADMIRALTY.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE.

LI YUNG CHEE v. THE OWNERS OF THE FRENCH MAIL STEAMER "AVA."

Mr. Francis, Q.C., instructed by Messrs. Sharp, Johnson, and Stokes, appeared for the plaintiff; the Acting Attorney-General (Hon. E. J. Ackroyd), instructed by Messrs. Wotton and Deacon, for the defence.

The hearing of this case was commenced on Thursday and adjourned to this morning, when the case for the plaintiffs was completed.

The Acting Attorney-General now briefly opened the case for the defence, stating the facts in summary, which will be found in more detailed form below.

Captain J. C. Vimont, the commander of the *Ava*, gave evidence to the following effect:—I have been 18 years at sea, a lieutenant of the French Navy, and commanded a vessel of war for a year, and three years a commander to the Messageries Maritimes Co. I remember the 7th March last, when my vessel, the *Ava*, was on the way to Hongkong from Saigon. That night I was up on the bridge because I had had no observations and wanted to make the land, which we expected to see on the port side. On this night the lookout man was on the bridge; it was usual for the lookout to be kept on the forecastle, but he got wet there that night, as seas were coming over the bow, and I called him on to the bridge. We supposed there was a current against us of two knots; there always is in that monsoon. I verified this by the time of my arrival at the Ladrones. The night was dark, and there were neither moon nor stars. Before the collision I saw several junks carrying lights. I could see them at a good distance as there was no fog or haze or rain. There was a heavy sea. Before four o'clock I was going 8½ knots. That is not the usual speed, but I was slowing because I was afraid of being set in towards the land. A few minutes before slowing down I had taken soundings, and soundings were taken five or ten minutes before the accident occurred. The second boatswain and myself took the soundings. I then went on the bridge to see if I could find on the chart the soundings I had just taken. While I was in the chart room I heard the officer on the watch give the order to the helmsman—"hard a-starboard," and for the whistle to be sounded, and I heard the engine telegraph sound. There were two sounds of the bell, which means "go astern full speed." At the same time the order was given to the man at the wheel he pulled the engine room telegraph handle. When I heard these orders I went out of the chart room at once to see what was the cause. I saw the junk, and I repeated the order to the engine room to go astern full speed. The junk was about a point and half on the portside, about 300 feet from us, rather less than the ship's length. She had the wind on the port side, and was steering on a course similar to ours. Her sails were up and full, and she was close hauled. If the wind were N.E. that would put the junk five points on the starboard. I saw no lamps on the junk. When I came out of the chart room the officer on the watch was on the port side, at the telegraph, and the man on the lookout was on the end of the bridge on the port side. The junk had no lights burning, absolutely none; if they had I should have seen them, and I should have avoided them as I did many others that night. There were many around in sight at the time we saw this junk. The steamer paid off to starboard and the junk came and struck her on the bow, under the port anchor. The junk then came round on the port side of the vessel. Our engines were going full speed astern all this time, but the vessel still had headway on her. The junk continued to rub against the side of the steamer, and she had not got to the bridge when I sent a man up to the upper bridge to disentangle the rigging of the junk so that it should not destroy the red light of the ship. She was so close alongside that I touched one of her halliards. I stopped as soon as I got free from the junk. I know exactly where the junk struck us, because she broke the plate where she did so. This was 28 to 30 feet from the stem. As soon as the junk got free and I had saved the crew of the junk, I went myself and inspected the rent in the store room. I saw the rent, and I saw the water coming in whenever the vessel pitched; it was bulged in. As soon as I stopped, the largest lifeboat, the mail boat, was lowered and sent with the second officer, who came out of his cabin on hearing the whistle, and the boat's crew of five or six men, to the junk to take off her crew. The junk showed a light when she was under my red light. It was a kind of a torch; it was not a lamp. At the time I touched one of the halliards I looked over into her and saw what her damage was; her bows were smashed in. Her bows were in the water, and her foremast was demolished by our anchor; the mainmast was standing. No part of the junk aft of the mainmast was damaged. If I had struck the junk in the manner the Chinese witnesses say all the after part would have been cut away, and furthermore the men whom I saved would not have been in that part. My vessel is of 2,000 odd tons register, her beam 39ft. 6in., and her length 337ft. 6in.

ENGLISH.

Scotton	4
Barlow	86
Barnes	109
Read	18
Bates	3
Briggs	0
Gunn	47
Flowers	52
Lohman	18
Sheridan, not out	6
Total	352

[The above scores do not add up correctly, errors having evidently occurred in the telegram. The totals are probably correct and the mistakes in the individual scores.—ED. D. P.]

SYDNEY, 15th November.

The match between the English Eleven and Eighteen of Parramatta was concluded on Saturday, the result being a victory for the Englishmen by 23 runs. There were about 1000 spectators present during the afternoon. Owing to the turf being damaged by the rain the batting displayed during the two days was not of a high order, but the bowling and fielding of the visitors were quite of a first-class character, Sherwin behind the wicket being remarkably expert. The eleven came to Sydney after the match, and have taken up their quarters at the Oxford Hotel. During the evening they were welcomed to Sydney by the New South Wales Cricket Association, when about 70 or 80 gentlemen were present. The visitors will practice each day on the Association Ground until Friday next, when the match against New South Wales will be commenced.

ANOTHER VICTORIAN LOAN.

LONDON, 15th November.

It is expected that a Victorian loan will be placed on the market in January next.

MELBOURNE, 17th November.

In reference to the London cablegram to the effect that a Victorian loan is expected to be placed on the London market in January next, the Victorian Government have not yet decided to float any debentures during that month, but they will very likely do so by inviting tenders for a loan of £2,000,000 under the Loan Act of last Parliament, authorising the raising of £8,000,000, £1,500,000 of which was placed in the hands of investors last January at very favourable terms, so that after the operation next January, debentures of the value of £4,500,000 will remain to be sold.

In the Legislative Assembly to-day Mr. Munro asked Mr. Gillies to float a loan for more than £2,000,000 next January in order to ease the local money market. Mr. Gillies replied that the Government had not yet decided how much they would ask for or whether or not the loan would be floated by January.

THE AUSTRALIAN MUTUAL SHIPPING COMPANY.

LONDON, 15th November.

The Australian Mutual Shipping Association commences shipping operations in March next, probably in co-operation with Tyser and Co., and will send three ships to Melbourne and three to Sydney per month.

THE COLONIAL EXHIBITION AND IMPERIAL INSTITUTE.

LONDON, 13th November.

An official statement published in regard to the Indian and Colonial Exhibition says that it will not be necessary to make any claims on subscribers to the guarantee fund.

LONDON, 14th November.

British manufacturers are dismayed at the progress of colonial industries, and they now insist that British produce must be exhibited at the Imperial Institute. It is probable they will carry the day, owing to the attitude of Sir Graham Berry, Sir Arthur Blyth, and Sir Saul Samuel, who, when conferring with the Mansion House Committee, supported such an inclusion, despite the opposition of Sir James Garrick, Sir F. D. Bell, and the Hon. Adye Douglas.

LONDON, 17th November.

The Prince of Wales has desired Sir Saul Samuel to convey his thanks to the Government of New South Wales and the private exhibitors at the Colonial and Indian Exhibition for allowing their exhibits to be transferred to the Imperial Institute.

It is highly probable that the Institute will include British exhibits, thus overcoming the objections of the city authorities.

GERMAN TENDER FOR THE AUSTRALIAN MAIL SERVICE.

LONDON, 6th November.

Mr. Henniker Heaton, M.P. for Canterbury, states that the German Government have offered to carry the Australian mails at the rate of five letters for eightpence, and the same number of newspapers for fourpence. Sir James Service ridicules the proposal as untenable.

A COLONIAL BANQUET.

LONDON, 5th November.

Mr. J. Bosisto, C.M.G., has given a banquet at the Grosvenor Club to the Hon. John Davis, C.M.G. Mr. Henniker Heaton, in proposing the toast of the "Empire," referred to the offer which had been made by Germany to carry letters between England and Australia at 5s. 8d. per lb. and newspapers at 4d. Sir James Service, who responded to the toast, asserted that the colonies would be estranged unless the New Hebrides were defended. He protested against foreigners being employed to carry the British mails, and eulogised the proposal made by Mr. Davis himself. Referring to the prosperity of Victoria, he admitted that mistakes had been made in the Government of that colony, but it had always been the desire of her statesmen to promote her welfare. Sir Graham Berry also responded. Referring to the Indian and Colonial Exhibition, he said he thought the public had magnified petty errors, and overlooked the splendid organisation of the affair and the general success of the exhibition. He believed that the vignerons would ultimately be satisfied with the results. The health of Mr. Bosisto was proposed, and he was warmly eulogised for his management of the Victorian court.

THE AMERICAN MAIL SERVICE.

LONDON, 19th November.

The *Times* states that the Cunard and White Star Companies have declined the proposal of the Postmaster-General to convey mails from Queenstown to American ports twice weekly at the rate of three shillings per pound letter and threepence per pound newspapers, alleging as a reason that postal authorities wish to reserve a right to give a third weekly departure to any steamer from other parts in the United Kingdom. This, it is understood, can only apply to the North German Lloyds Co. The Cunard and White Star Companies explain the reason that they refused is that the conveyance of passengers and mails compelled them to run previous steamers at a loss during the slack season. At the same time it is intimated that whether they are prepared to maintain a complete and efficient service or not depends on satisfactory arrangements being made before the 30th inst. The Cunard and White Star Company's boats will not call at Queenstown, consequently neither will be available for the American mail service.

THE FRENCH MAIL.

The Messageries Maritimes steamer *Amazone*, from Marseilles 7th ult., with the London mail of the 5th ult., arrived here last night about 9 p.m." The subjoined telegrams are taken from Ceylon and Indian papers:—

PARLIAMENTARY NEWS.

LONDON, 24th November.

Sir G. O. Trevelyan has virtually accepted the Liberal candidacy of Brighton, and is opposed by a Conservative. The vacancy has occurred by the death of Alderman Smith, late Conservative member.

THE ADAMS VERSUS COLERIDGE CASE

LONDON, 25th November.

In the case of Adams *versus* Coleridge in which the plaintiff sued the defendant for libel, a verdict has been given in favour of the defendant.

FURTHER CAPTURE OF MOONLIGHTERS.

An encounter took place at Kerry between the Police and a gang of Moonlighters, and after a brisk fusillade eight of the latter were captured.

ITALY AND THE BULGARIAN QUESTION.

ROME, 24th November.

The Italian Green Book shows that Italy supported Prince Alexander until he abdicated, and the Regency afterwards; and that Italy, while admitting Russia's claims to a special interference in Bulgaria, deprecates Russia delaying the settlement.

THE FRENCH BUDGET.

PARIS, 24th November.

The debate in the Chambers on the Budget continues. Daily there is wrangling between the members and Government respecting the reductions portion.

THE OPENING OF THE GERMAN REICHSTAG.

BERLIN, 25th November.

In a speech by the Emperor William at the opening of the Reichstag, His Majesty said the policy of the German Empire was to exert that influence which resulted from Germany's love of peace, and, by her close friendship with both her neighbours, to maintain concord among the Powers. His Majesty then announced that an increase in the German army was necessary owing to the increase in the armies of adjoining States.

GENERAL KAULBARS AT CONSTANTINOPLE.

CONSTANTINOPLE, 24th November.

M. Nelidoff has asked the Sultan to receive General Kaulbars at a private audience. It is believed that he aims at securing Turkish co-operation with regard to Bulgaria.

CONSTANTINOPLE, 25th November.

His Majesty the Sultan will receive General Kaulbars in private audience to-morrow.

AFFAIRS IN BULGARIA.

ST. PETERSBURG, 25th November.

The *Official Messenger* announces that France protects Russian subjects in Roumelia, because there are no German Consuls in that Province, but Germany protects Russians in Bulgaria.

SOFIA, 26th November.

A plot hatched at Cadets' School here has been discovered, to murder Bulgarian Regents and others favouring their cause. Several arrests have been made.

THE PRINCE OF MINGRELIA'S CANDIDATURE.

LONDON, 25th November.

All the Powers except England have acquiesced in the candidacy of the Prince of Mingrelia, but England desires to consult the Bulgarians before agreeing.

The Bulgarians are strongly averse to the candidacy of Prince Nicholas of Mingrelia.

SIR H. DRUMMOND WOLFF AND EGYPT.

LONDON, 24th November.

It is believed Sir Henry Wolff shortly proceeds to Constantinople to confer with Sir W. White regarding pending negotiations in Egypt.

REBEL DEFEAT IN BURMAH.

MANDALAY, 24th November.

In the Chindwin District, Major Symonds, South Wales Borderers, with the Mounted Infantry, successfully captured the camp, arms and transports belonging to Hla Oo, the noted dacoit leader. He received intimation of the approach of the British, and, with his followers, escaped into the dense jungle, leaving their prisoners behind them.

COMMERCIAL INTELLIGENCE.

MONDAY, 13th December.

EXPORT CARGO.

Per American bark *Penobscot*, sailed on the 10th December:—For New York—10,759 packages fire crackers, 6,471 rolls matting, 395 cases fans, 120 cases joss-sticks, 120 packages preserves, 97 bales hides, 93 packages rattanware, 75 cases essential oil, 65 packages rattans, 61 bales wool, 60 cases samshoo, 26 cases hair, 22 packages canes, 9 packages medicine, 6 cases woodenware, and 236 packages sundries.

OPIUM.

Quotations are:—

This year's New Malwa...$500 per picul, allce. of 2 catties.

Last year's New Malwa...$520 per picul, allce. of [4½ to 5 catties.

Old Malwa .....$540 per picul, allce. of 4 [to 4½ catties.

Patna (New) .....$487½ per chest.

Benares (New) ..... 460 " "

EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	3/4½
Bank Bills, on demand	3/4½
Bank Bills, at 30 days' sight	3/4½
Bank Bills, at 4 months' sight	3/4½
Credits, at 4 months' sight	3/4½
Documentary Bills, at 4 months' sight	3/5
ON PARIS.—	
Bank Bills, on demand	4.23
Credits, at 4 months' sight	4.32
ON NEW YORK.—	
Bank Bills, on demand	81½
Credits, 60 days' sight	82½
ON BOMBAY.—	
Telegraphic Transfer	225½
Bank, on demand	226½
ON CALCUTTA.—	
Telegraphic Transfer	225½
Bank, on demand	226½
ON SHANGHAI.—	
Bank, at sight	71½
Private, 30 days' sight	72½

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—164 per cent. premium, sales.

Union Insurance Society of Canton, Limited—$85 per share.

China Traders' Insurance Company's Shares—$68 per share, sellers.

North China Insurance—Tls. 235 per share.

Yangtsze Insurance Association—Tls. 114 per share, sellers.

Chinese Insurance Company, Limited—$180 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$824 per share.

Hongkong Fire Insurance Company's Shares—$417½ per share, sales.

China Fire Insurance Company's Shares—$87 per share.

Hongkong and Whampoa Dock Company's Shares—124 per cent. prem.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$84 per cent. prem., sellers.

Indo-China Steam Navigation Co.'s Shares—5 per cent. discount.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$46 per share.

Hongkong Gas Company's Shares—$125 per share.

Hongkong Hotel Company's Shares—$190 per share.

China Sugar Refining Company, Limited—$110 per share, sales.

Luzon Sugar Refining Company, Limited—$58 per share.

Hongkong Ice Company's Shares—$40 per share, buyers.

Hongkong and China Bakery Company, Limited—$120 per share.

Perak Tin Mining and Smelting Company—$10 per share.

Punjom and Sungkie Dua Samantan Mining Company, Limited—$12 per share.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$52 per share.

Hongkong and Macao Glass Manufacturing Co., Limited.—60 per cent. discount.

A. S. Watson & Co., Limited—32 per cent. premium.

Singapore Insurance Company, Limited.—$22 per share.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—7 per cent. premium.

Chinese Imperial Loan of 1884 C—8 per cent. premium.

Chinese Imperial Government 1885 Dollar Loan—3 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

December 12th.

Barometer—9 A.M.	30.060
Barometer—1 P.M.	30.030
Barometer—4 P.M.	34.040
Thermometer—9 A.M.	63
Thermometer—1 P.M.	63
Thermometer—4 P.M.	64
Thermometer—9 A.M. (Wet bulb)	58
Thermometer—1 P.M. (Wet bulb)	60
Thermometer—4 P.M. (Wet bulb)	61
Thermometer—Maximum	64
Thermometer—Minimum (over night)	57

HONGKONG TIDE-TABLE.

14TH TO 20TH DECEMBER, 1886.

DAY OF WEEK.	DAY OF MONTH.	HIGH WATER. Hongkong Mean Time.	Height.	LOW WATER. Hongkong Mean Time.	Height.
		h m	ft. in.	h m	ft. in.
Tu.	14	0 11 a	3 2	m 5 21	−1 4
W.	15	10 31 a	6 0	4 10 a	1 9
		1 0 a	2 10	m 6 5	−1 3
Th.	16	11 13 a	5 7	4 0 a	1 11
		1 50 a	2 11	m 6 52	−0 10
F.	17	11 57 a	5 0	5 55 a	2 0
		2 45 a	3 1	m 7 38	−0 2
Sat.	18	m 0 43	4 4	7 7 a	2 11
		3 35 a	3 4	5 31 a	2 0
S.	19	m 3 0	3 7	m 9 18	0 5
		4 28 a	3 8	10 5 a	1 8
M.	20	m 3 44	3 0	m 10 0	0 10
		5 13 a	4 1	11 50 a	1 2

The height of mean sea-level has been determined at 2.596 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, at 5.593 feet above zero.

The heights in the Tables marked with a minus (−) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the soundings given above.

CHINA COAST METEOROLOGICAL REGISTER.

12th December, 1886, at 4 P.M.

STATION.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.97	84	61	N	1	c	—
Haiphong	30.14	71	—	S	—	b	—
Hongkong	30.03	63	65	E	5	o	—
Amoy	30.12	64	49	NE	2	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	30.10	45	73	NE	3	b	—
Nagasaki	30.21	41	93	N	2	c	—
Wladivostock	29.94	33	—	NE	2	c	—

13th December, 1886, at 10 A.M.

STATION.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.90	78	74	NE	2	cf	—
Haiphong	29.90	71	—	NW	—	o	—
Hongkong	30.09	63	65	NNE	4	o	—
Amoy	30.24	55	74	W	3	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	30.30	50	79	—	0	c	—
Nagasaki	30.24	44	67	N	1	b	—
Wladivostock	29.85	31	95	N	3	c	—

The Barometer has risen slightly in Luzon and has fallen along the coast. Gradients in Southern China continue rather steep for N.E. winds, but rather on the whole very slight in the North. The temperature is low, the humidity moderate, and the weather cloudy.

W. DOBERCK.

Hongkong Observatory, 13th December, 1886.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.03	30.09	30.04
Temperature	67	63	60
Humidity	64	65	93
Direction of wind	E.	E.N.E.	—
Force of wind	6	4	0
Weather	c.	c.	o.d.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. Fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 13th December, 1886.

NEWS FOR THE FRENCH MAIL.

THE HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

The general meeting of the shareholders in the above Company, convened in pursuance of Ordinance No. 1 of 1877, was held on Saturday afternoon, the 11th inst., at the Company's Office, No. 7, Queen's Road. There were present the Hon. C. P. Chater (Chairman), Messrs. D. Gillies, J. B. Coughtrie (Directors), S. J. Gower, W. H. Ray, N. J. Eds, and H. Harris.

The CHAIRMAN said—Gentlemen, this meeting has been called simply for the purpose of conforming with the Ordinance under which we are registered, wherein it is stated that within four months of the registration of a company a meeting must be called and the shareholders must be informed of what has taken place during that time. We have gone on working since the registration of the company, and we have made two calls, one of $2.50 and another of $5, making a total of $30,000 out of our capital of $100,000. The ground has been purchased from the Government and set out, and the machinery ordered from home has arrived, been put up, and will probably be in operation on Monday. The works have been carried on rather slowly on account of the rice crops on the ground, which had to be cleared away before anything could be done. That has been done and everything is now in a fair way. The machinery has cost what was estimated by us. A foreman has been engaged at home by Mr. Wotton, one of our directors, and is on his way out in the *Glengyle* due here at the end of next week. On his arrival I have no doubt we shall be able to turn out a fair number of bricks. We expect very soon to turn out red bricks, first class fire bricks, socket pipes of various sizes, for which there is a good demand, superior tiles for verandahs, and roofing tiles, for both of which our clay is supposed to be very well adapted. That is all the information I have to give at the moment, but if any gentleman has any questions to ask, I shall be very glad to answer them.

Mr. EDE—Socket pipes are drain pipes, I suppose?

The CHAIRMAN—Yes.

Mr. COUGHTRIE—This matter is in abeyance till the foreman comes out. He is an experienced drain-pipe maker. That is his speciality.

No further questions being asked the meeting terminated. Samples of the bricks manufactured by the Company were on view in the office, both fire bricks and red building bricks.

CRICKET.

HONGKONG CRICKET CLUB v. LADIES' RECREATION CLUB.

This popular match was played on Friday and Saturday, the 10th and 11th inst., on one of the best wickets of the season, thanks to the unremitting care of the genial Hon. Secretary.

The curled darlings of "Paradise" having won the toss, elected to bat, but unpunctuality was the rule and not the exception, and the advantage of going in on a maiden wicket was marred by the absence of those bats who were expected to break the powerful bowling of their adversaries; the consequence was the tail had to be promoted to face the untired attacks of the bowlers and found the honour greater than they could bear.

It is greatly to be deprecated that this unpunctuality prevails to such a grievous extent; in certain instances, it is true, men stipulate that they may come when they can, but there is no excuse for those who put down their names to play without any such reservation. The result is often, as in this match, a good batting team breaks down entirely. Coxon was hustled in barely clothed and bowled before he knew where he was, and Darby had positively to bring up the rear. Travers had his full team in the field with praiseworthy punctuality.

Leach and Graham, for the Paradisians, faced the bowling of those demons of the lower world, Dawson and Smith—and with the score at 6 Graham's stumps were rattled down by a trimmer from the latter bowler. Bruce-Robertson, who had just strolled up from tiffin, was bundled in, and after making 5, got his leg in front of a curly one from the veteran from the "Emerald Gem of the western world" (two for 13), Leach meanwhile playing capital cricket. Rumsey followed, but the dignity of his position sat ill upon him, and after being ill at ease for a few overs was grandly caught by Travers. Three for 20. Holworthy mowed up 9, and then Dawson found his way to his wicket; this batsman is a hard hitter, but should learn to play with a straight bat. The returned lamb from Saigon joined Leach with the evident intention of stemming the side of misfortune, but ran himself out in an erratic manner some half a dozen overs later. Stokes joined his Captain, and a slight stand was made until the score stood at 65, when Leach fell to a good catch in the long field off Dawson, having put together 33 by sound cricket. Coxon, who had just turned up, was hustled in, and before he got his bearings was bowled by Dawson. 7 for 74. With no advance on the score, Stokes, who had been playing with a straight bat and pluck, was secured by that smart field Sawyer. Veitch and Vickers fell to beauties from Dawson, and the innings closed for the feeble total of 88, the "Old Waykehamist" carrying his bat for 4.

Dawson's bowling was most deadly, 6 wickets for 37, a capital performance.

The "pets" took the field adorned with presentation scarves from the fair members of "Paradise," with Coxon and Leach trundling to Travers and Porter; the rejected "pet" coming in with a look of revenge in his eye. Both batsmen soon got to work and rattled up 17, when the "Boy" was well caught by Darby off Coxon. Wilson came in, but was smartly run out before scoring. 2 for 20. Lloyd filled the vacancy, and, with the assistance of the rejected one, completely collared the bowling, one hit of Lloyd's travelling some way up towards the Cathedral across the scene of some of the striker's early morning exploits. The present ground is too small for the regimental crack. At 55 Porter was well caught and bowled by Coxon for a capital 29. Sawyer joined Lloyd and played out time.

Play was resumed at 12 o'clock on Saturday by Sawyer and Bush, Lloyd being unavoidably absent, and at 86 Sawyer was bowled. Davies filled the vacancy and kept the field hard at it some of his late cuts being very pretty. At 108, Bush, a dangerous man, was bowled by Leach, and the Hon. Treasurer came in, but almost immediately lost Davies, caught by Veitch, for a hard hit 15. Murray and Dawson came and went for nothing, and the last man, Smith, fell to a catch by Grahamfor 5, Foss carrying his bat for a faultless 15, and the innings closing for 135.

On strict Home Rules Lloyd, not turning up in time, was not permitted to resume his innings.

With 47 to the bad the "pets" entered upon their second innings with Leach and Graham, and quickly ran up 32 before Graham fell to a catch at third man. Robertson joined Leach, who retired beaten by one from Dawson. 2 for 40, of which the latter had contributed 18. Coxon joined Robertson, but was soon disposed of for 2. Darby, Robertson, and Holworthy contributed a couple of dozen between them. Hawkins joined Robertson, and at 115 the latter skied one of Dawson's into the largest pair of hands in the field. Robertson's 49 was a very pretty exhibition, but perhaps rather risky considering the state of the game. Veitch put together 7, when he was run out by his partner, and Vickers failing to score, the innings closed for 122, Hawkins carrying his bat.

With 68 to get, the Club sent Lloyd and Porter to the wickets. The "Buff" returned to the Pavilion without scoring; Wilson was almost immediately bowled by Graham; Lloyd caught at the wicket, and Bush run out;—four wickets for 13—the hopes of the elect ran high, but Davies and Sawyer getting together played out time for 28 and 20 respectively, and "Paradise Lost" on the first innings by 47 runs, Graham's 3 wickets for 18 runs being a very good performance.

The fielding of the Club team was good and smart, but the same cannot be said of the ladies' men, that of long leg on the Barrack side being extremely erratic; his family might take him in hand.

It is to be hoped that a return match may be arranged next month, when the tables may be turned in favour of the Ladies' Recreation Club, most of the leading members of which came to see their champions do battle on their behalf.

The Band of the Northamptonshire Regiment, by kind permission of Colonel Anderson and Officers, played on the ground on Saturday afternoon.

The following are the full scores:—

LADIES RECREATION CLUB.

First Innings.		Second Innings.	
A. J. Leach, c Bush, b Dawson	33	b Dawson	18
M. D. Graham, 38th Regt., b Smith	6	c sub., b Dawson	15
W. Bruce-Robertson, l b w, b Dawson	5	c Travers, b Dawson	49
Capt. Rumsey, R.N., c Travers, b Smith	3	b Wilson	0
V. A. C. Hawkins, run out	0	not out	0
C. E. Holworthy, b Dawson	9	b Dawson	10
A. G. Stokes, c Sawyer, b Wilson	9	b Wilson	7
E. J. Coxon, b Dawson	3	c Lloyd, b Smith	2
A. Veitch, b Dawson	7	run out	7
H. Vickers, 54th Regt., b Dawson	3	b Wilson	0
W. H. F. Darby, not out	4	b Smith	4
Extras	7	Extras	10
	88		122

BOWLING ANALYSIS.

First Innings.

	Balls.	Runs.	Maidens.	Wickets.	Wides.
Dawson	93	37	3	6	0
Smith	79	37	3	2	0
Wilson	20	7	1	1	0

Second Innings.

Dawson	89	33	4	4	1
Smith	79	35	4	2	0
Murray	20	18	1	0	0
Wilson	27	21	0	3	0

HONGKONG CRICKET CLUB.

First Innings.		Second Innings.	
A. E. Travers, c Darby, b Coxon	10		
Capt. Porter, "The Buffs", c and b Coxon	29	c Vickers, b Graham	0
F. E. O. Wilson, run out	0	b Graham	0
A. A. Lloyd, 54th Regt., absent after tiffin	34	c Robertson, b Graham	3
F. H. Sawyer, c and b Graham	10	not out	20
H. W. Bush, b Leach	8	run out	1
T. E. Davies, c Veitch, b Graham	15	not out	28
H. Foss, not out	15		
W. C. Murray, b Leach	0		
H. Dawson, b Leach	0		
E. O. Smith, c Graham, b Leach	5		
Extras	9	Extras	3
	135		65

BOWLING ANALYSIS.

First Innings.

	Balls.	Runs.	Maidens.	Wickets.
E. J. Coxon	60	42	1	2
Leach	87	49	3	4
Darby	10	7	0	0
Graham	45	39	0	2

Second Innings.

Graham	55	18	4	3
E. J. Coxon	25	18	1	0
Leach	30	16	2	0

THE HONGKONG RIFLE ASSOCIATION.

SECOND PRIZE MEETING.

The Hongkong Rifle Association held their second prize meeting at the Kowloon ranges on Saturday, the 11th inst. It was a capital day for the matches, the weather being fine and cool, with a moderate breeze from the rear. There was only a moderate number of entries for the different matches, and hardly the number of spectators and pool shots there were at the last prize meeting. The most successful competitors on the ground were Sergeant Laughlin McKay of the Police Force, and Colour Sergeant Lowrie of the Northamptonshire Regiment. The Volunteers scored one prize, Gunner Wood taking second aggregate in the second match with a carbine. All the matches were shot off on the Association Range, which is, for its size, the best range in the place; the 500 yards pool target was on the Military Range, and the 200 yards on the Police Range. There was no running deer this year. Appended are the scores:—

FIRST COMPETITION, for Martini-Henry Carbines; distances 400 and 500 yards; seven shots at each; prize, cups for the best score at each distance and for the highest aggregate score made at both; winner of the prize at 400 yards excluded from taking the prize at 500 yards; entrance fee, $2.00.

	400 yards.	Total.	500 yards.	Total.	G. Total.
Sergt. L. Mackay	5553453	30	5535354	34	64
Mr. E. L. Woodin	4545354	30	2555555	30	60
Cr. Sergt. Lowrie	5443455	29	4554525	30	59
Cr. Sergt. Phillips	2555555	32	2543535	27	59
Sergt. Mann	3545255	29	4345244	26	55
Cr. Sergt. Delaney	5235453	31	4241424	24	55
Inspector Thomson	2444435	26	4225555	26	52
Mr. C. A. Cornish	5432233	22	5444335	28	50
Sergt. G. Cameron	3553455	30	3442222	19	49
Mr. A. K. Cradock	2224523	23	2542344	24	47
Cr. Sergt. McClure	2554534	28	2225223	18	46
Mr. D. Wood	3334555	28	0343233	17	45
Major Dempster	2232335	20	2420403	15	35
Mr. A. H. Jackson	2325354	24	2020200	6	30
Mr. H. J. Holmes	4332524	23	2002002	6	29

SECOND COMPETITION, for Martini-Henry Rifles or Carbines; distances 200 and 400 yards; seven shots at each; prize, cups presented by Major-General Gordon for the two highest aggregate scores; entrance fee, $2.00; all winners at last meeting excluded from this competition.

	200 yards.	Total.	400 yards.	Total.	G. Total.
Sergt. Mackay ... R.	5444454	30	5554455	33	63
Mr. D. Wood ... C.	2544444	27	5555355	33	60
Mr. A. K. Cradock, C.	3445444	28	5254555	31	59
Major Dempster ... R.	3433433	23	5544044	28	49
Mr. C. A. Cornish, C.	3543322	24	0323444	23	46
Inspector Quinney, R.	3243444	24	3305433	20	44
Sergt. Mann ... C.	2433232	20	2245523	23	43
Mr. E. L. Woodin, R.	3443444	26	4223222	17	43
Mr. A. H. Jackson, C.	0043333	16	0423304	16	32
Mr. H. J. Holmes, R.	4334333	23	retired.		23

THIRD COMPETITION, for Martini-Henry Rifles; distances 500 and 600 yards; seven shots at each; prize, cups for the two highest aggregate scores; entrance fee, $2.00.

	500 yards.	Total.	600 yards.	Total.	G. Total.
C. Sergt. Lowrie ... R.	5555355	33	5454344	27	60
C. Sergt. Delaney, R.	4525555	31	5425444	28	59
C. Sergt. Phillips, R.	3552255	30	5525243	26	56
Inspr. Thomson ... R.	0554444	26	2525555	29	55
C. Sgt. Kendrick, R.	2355555	30	2445235	25	55
Sergt. Mann ... C.	0443555	24	2523245	23	47
C. Sergt. McClure, R.	2543453	26	2522220	16	42
Mr. E. L. Woodin, R.	4202232	15	2242233	13	33
Mr. A. K. Cradock, R.	2235223	20	0200030	5	25
Mr. H. J. Holmes, R.	0342223	16	retired.	—	16

FOURTH COMPETITION, for any Rifle; distance 600 yards; seven shots; entrance fee, $1.00; two prizes, first a cup; second, money prize.

		Ths.
Col. Sergt. Lowrie, M., H. Rifle	.....	5453453-33
Inspector Thomson, "	.....	5545534-31
Mr. E. L. Woodin, "	.....	2555353-32
Col. Sergt. Phillips, "	.....	4353432-29
Col. Sergt. McClure, "	.....	3243344-25
Col. Sergt. Delaney, "	.....	3334443-24
Sergt. Mann, "	.....	2444322-21
Col. Sergt. Kendrick, "	.....	4350 retired.

With the pool targets by far the most execution was done at the 500 yards; consequently the bulls there were not worth so much as at 200 yards. At the former they were worth 75 cents each, and at the latter $2. At 200 yards the principal performers were Colr. Sergt. Kendrick and Inspector Quincey with four each; while at the 500 yards P. S. Cameron was very successful, making 13 bulls; Colr. Sergt. Lowrie made three, P.C. Evanson 3, and Mr. D. Wood 3.

At the conclusion of the matches the successful competitors were presented with their prizes by Mrs. Gordon.

DISASTROUS FIRE AT AMOY.

The Douglas Steamship Co.'s steamer *Haiphong* brought news to the colony on Saturday of a most destructive fire in the Foreign Settlement at Amoy on Wednesday night, the 8th inst. The premises of Messrs. Ollia & Co. and of Messrs. Basedag & Co., and almost all the buildings along the foreshore fell a prey to the flames, which were only checked by making a breach in the line of buildings by pulling down two houses between the fire and the premises of the Hongkong and Shanghai Banking Corporation. The Customs officers succeeded, with other assistance, in saving the greater part of Messrs. Ollia & Co.'s stock of opium.

THE DECAUVILLE RAILWAY AT TIENTSIN.

The *Chinese Times* gives the following account of this experimental railway which was tried on the 21st ult.:—The line, which is of twenty-four inch gauge, of the portable type, steel rails twenty-four pounds to the yard, is three kilometres in length. It is laid along a road containing many sharp curves, some of fifty yards radius and some even of thirty yards. It is arranged in the form of a loop, the train returning to the starting point, where there is a turn-table with a cross-siding, by means of which the locomotive and tender are disconnected from the train and shifted from the one end to the other ready for the next trip. The curves are too numerous and too sharp to admit of a high rate of speed, which is consequently limited to twenty kilomètres per hour. But if the full power of the locomotive cannot thus be shown on the line, the very difficulties afford a valuable demonstration of the adaptability of the system to any kind of roads. The curve which forms the loop by which the train turns and re-enters on the track in the return direction is admirably laid, and the sweep of the train round the small circle is really pretty to see; and the Chinese at the points in their shipskin coats looked as if they had been brought up to the business. In this short line most of the difficulties that will attend railway making in China are illustrated, and even the necessity of turning round graves is fully exemplified. The train was crowded in every part with both Chinese and foreigners; and of course very many could not find accommodation on either locomotive, carriages, or goods waggons. Nothing could better prove the keen interest which the Chinese, official and un-official, take in this innovation than the eagerness with which they struggled for places on this little pioneer train. The Viceroy took his seat with perfect nonchalance in the first class compartment with M. Eistelhueber, French Consul, Mr. Lo Fêng-loh, Mr. Wu Ting-fan, and other official Chinese. The circuit was completed in seven minutes, when the passengers alighted from the train and witnessed the process of shifting the locomotive from one end of the train to the other, when they once more took their seats for a second trip. The object of this was to witness from the train another set of experiments on a lighter portable line, which was laid across an uneven country with no road at all, and across wide ditches. On this line were waggons loaded with earth, which were run along the track by means of coolies. This was to show the utility of the line in military or other earthworks. There was also a heavy log of timber placed on two trucks to represent a big gun, and the way this was wheeled about, shunted off, turned round, and shunted back again, excited much astonishment until the extreme simplicity of the mechanism was closely examined. To a technical eye this handy little line was the most interesting of all, as no bridge work or any other appliance was required to carry these heavy weights, the ditches being bridged simply by sections of rail laid across, and all so easy as to admit of the rails being taken up and laid in some other place in a few minutes. The Viceroy evinced special interest in this part of the experiment, so useful for military purposes. The whole experiment was pronounced a great success, and a

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM TRIESTE, ADEN, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"ELEKTRA,"

in connection with the S. S. *Argo* from Calcutta and Madras, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns known as "The Hongkong Wharf and Godowns," Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the undersigned BEFORE NOON, ON THE 17TH INSTANT, OR THEY WILL NOT BE RECOGNISED.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 17th instant, will be subject to rent.

Bills of Lading will be Countersigned by

O. BACHRACH,
Agent.

Hongkong, 11th December, 1886. [388

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "ANCHISES," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 15th inst., for shipment per steamer "PRIAM."

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1886. [2257

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ANCHISES," are hereby notified that the Cargo is being discharged into Craft, or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 12th inst.

Goods undelivered after the 19th instant, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th December, 1886. [2257

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 15th instant.

DAVID SASSOON, SONS & Co.

Hongkong, 7th December, 1886. [2289

"SHIRE" LINE OF STEAMERS.

S. S. "MERIONETHSHIRE," FROM HAMBURG, ANTWERP, LONDON, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the undersigned, at Wanchai, behind the premises known as No. 3, "Blue Buildings," whence and/or from the wharves or boats delivery may be obtained.

Cargo Ex *Monmouthshire* from New York has come forward by this steamer.

Optional cargo will be forwarded on, unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 14th instant, will be subject to rent at the rate of One Cent per package per day.

All claims against the steamer must be presented to the undersigned on or before the 14th December, 1886, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, 8th December, 1886. [2233

TO BE LET.

TO LET.

ROOMS IN "COLLEGE CHAMBERS."

No. 16, HOLLYWOOD ROAD.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 30th July, 1886. [38

TO BE LET.

DETACHED HOUSE, Bonham Road, 5 Rooms.

GODOWNS, Praya East.

Apply to

LINSTEAD & DAVIS.

Hongkong, 9th December, 1886. [2302

TO LET.
With Immediate Occupation.

THE COMMODIOUS PREMISES known as the P. & O. OLD OFFICES lately in the occupation of the HONGKONG AND SHANGHAI BANKING CORPORATION.

For Further Particulars, apply to the Undersigned.

E. L. WOODIN,
Acting Superintendent.

Hongkong, 23rd November, 1886. [1631

TO LET.

A LARGE GODOWN on Praya Central, No. 23A. Immediate Possession can be had. Apply to

DORABJEE & HING KEE,
VICTORIA HOTEL.

Hongkong, 17th November, 1886. [2152

TO BE LET.
Possession on the 1st January, 1887.

THE PREMISES now occupied by Messrs. MELCHERS & Co. on the Praya and Pedder Street. The First and Second Floors will be let in Flats, Single Rooms, or in suits as Offices.

The GROUND FLOOR which has hitherto been occupied by Messrs. BLACKHEAD & Co. as a STORE, will also be let complete, or subdivided to meet the requirements.

All can be taken for a year or on Lease.

For Further Particulars, apply to

W. KERFOOT HUGHES,
Pedder's Street.

Hongkong, 17th September, 1886. [1793

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 1st February, 1882. [39

TO BE LET.
Possession on the 15th December, 1886.

THE SECOND FLOOR of the Premises occupied by CARLOWITZ & Co., Ice House Lane, either as an entire Flat or in Single Rooms as may be required.

For Further Particulars, apply to

CARLOWITZ & Co.

Hongkong, 1st November, 1886. [2047

FOR SALE.

CHAMPAGNE "MONOPOLE."

—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. RED FOIL "SEC" (dry).
Do. GOLD FOIL "DRY" (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS;
For Hongkong, China, and the East.

Hongkong, 1st July, 1885. [1294

NOTICES OF FIRMS.

NOTICE.

THE Undersigned Firm hereby begs to give notice that owing to Unsuccessful Trade and subsequent inability to discharge its Liabilities, the Stock, Outstanding Bills, and Furniture have been given up to the Creditors to be realised for their benefit, the Assets to be distributed amongst them. All those who are indebted to the Undersigned are requested to pay the same immediately to our Collector or to the Undersigned.

NAM SANG LOONG,
No. 102, Queen's Road Central.

Hongkong, 10th December, 1886. [2312

NOTICE.

DURING my temporary Absence my Business, of SHARE AND GENERAL BROKER, and AUCTIONEER, also the AGENCY of MESSRS. CALDBECK MCGREGOR & Co. of Shanghai, will be conducted by MR. W. KERFOOT HUGHES.

E. JONES HUGHES.

Hongkong, 11th November, 1886. [2121

INTIMATIONS.

ABRIDGED PROSPECTUS
OF
THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

INCORPORATED UNDER THE COMPANIES' ORDINANCES, HONGKONG.

CAPITAL ..... $1,700,000.

Divided into 17,000 Shares of $100 each, payable as follows: $25 on Application and $75 on Allotment.

DIRECTORS.

THE HONOURABLE J. BELL-IRVING.
THE HONOURABLE F. D. SASSOON.
THE HONOURABLE A. P. MCEWEN.
C. P. CHATER, Esq.
W. H. F. DARBY, Esq.
M. GROTE, Esq.
H. HOPPIUS, Esq.
E. H. M. HUNTINGTON, Esq.
J. S. MOSES, Esq.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SECRETARY.

ISAAC HUGHES, Esq.

SOLICITORS.

MESSRS. WOTTON & DEACON.

AUDITORS.

MESSRS. G. S. COXON AND T. I. ROSE.

This Company has been formed for the purpose of amalgamating and working as one concern the undertaking known as Messrs. JARDINE, MATHESON & Co.'s PIERS AND GODOWNS with the undertaking known as the HONGKONG AND KOWLOON WHARF GODOWN AND CARGO BOAT COMPANY. The objects of the Company are more particularly set out in the Memorandum and Articles of Association, copies of which can be seen in London at the Offices of Messrs. MATHESON & Co., No. 3, Lombard Street, E.C., in Shanghai at the Offices of Messrs. JARDINE, MATHESON & Co., and in Hongkong at the Company's Office, Pedder's Street, Hongkong.

The Property known as Messrs. JARDINE, MATHESON & Co.'s PIERS AND GODOWNS consist of Portions of Marine Lots Nos. 95, 96, 97, and 98, and a right of water frontage of over 617 feet, and an Area of over 100,000 square feet, with the Godowns and Buildings thereon, having a Gross Storage Capacity of over 50,000 tons—the Wharf, measuring on the main front 580 feet by 50 feet, on the Arm 325 feet by 30 feet, and on the siding 275 feet by 50 feet, showing a total berthing capacity of 1,180 feet—a pair of Shears capable of lifting 25 tons and rolling stock, including 4,038 feet of Decauville's Patent Tramway, 33 waggons and 16 turn tables.

The Property of the HONGKONG AND KOWLOON WHARF, GODOWN, AND CARGO BOAT COMPANY consists of Kowloon Marine Lots Nos. 9, 11, 20, and 21 having a Praya Frontage of 1,620 feet and an Area of 414,000 square feet. The Godowns of these Lots have a gross storage Capacity of 173,200 tons, three wharves, one measuring 433 feet long and 37 feet 6 inches broad, another measuring 475 feet long and 37 feet 6 inches broad, and the third measuring 501 feet long and 45 feet 6 inches broad. (Six of the largest vessels that enter Hongkong can be berthed at these wharves at the same time), rolling stock, including 9,970 yards (or 5.66 miles) of Fowler's patent Tramway, two weighing machines for waggons, 45 turn tables, 56 Fowler's general purpose waggons, 40 Decauville's general purpose waggons, 35 Fowler's double tipping Coal waggons, two steam hoisting gears, the Steam Launches "KOWLOON," "HONGKONG," and "HERON," four solid teak Lighters, each capable of holding 200 tons, and three Chinese cargo boats, together capable of holding 120 tons.

The two undertakings above referred to have been working satisfactorily for some period.

It has been arranged to purchase Kowloon Inland Lots Nos. 211, 212, 213, and 214 having a total road frontage of 938 feet and an area of over 145,000 square feet.

Of the total capital of $1,700,000 the sum of $1,000,000 has been taken up by the vendors of the various lands and premises, as more particularly mentioned in the Memorandum of Association, and the remaining $700,000 only is offered to the Public for subscription.

The Contracts for extending and completing the Godowns and Wharves of the HONGKONG AND KOWLOON WHARF, GODOWN, AND CARGO BOAT COMPANY will amount in all to a sum estimated not to exceed $100,000. The owners of these Godowns and Wharves have already paid a portion of these estimated sum, and will continue to pay so much thereof as falls due up to the time when the premises are required by the Company, when the Company will repay to these owners so much of the said estimated sum as they shall then have paid.

Applications for Shares will be received in London, up to and inclusive of the 15th January, 1887, by Messrs. MATHESON & Co., in Shanghai, up to and inclusive of the 31st December, 1886, by Messrs. JARDINE, MATHESON & Co., and in Hongkong, up to and inclusive of the 31st December, 1886, by the Secretary, and the amount payable on application must be paid to the HONGKONG AND SHANGHAI BANKING CORPORATION. If no allotment is made the deposit will be returned, without any deduction, but without any interest, and where the number of Shares allotted is less than the number applied for, the surplus will be credited in reduction of the amount payable on allotment and any excess returned.

FORMS OF APPLICATIONS FOR SHARES may be obtained in London, from Messrs. MATHESON & Co., in Shanghai, from Messrs. JARDINE, MATHESON & Co., and in Hongkong, from the Secretary.

Hongkong, 19th November, 1886. [2169

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong 11th May, 1867. [20

PORTLAND CEMENT

J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLIDAY WISE & Co

Hongkong, 11th April, 1883. [1782

FOR JAPANESE FANCY GOODS AND PORCELAIN WARE,
CASSUMBHOY'S WAREHOUSE,
(Opposite the HONGKONG & SHANGHAI BANK),
is the Cheapest Place in Hongkong.
INSPECTION INVITED.
FURNITURE of every kind at Lowest Prices. [23

YEE SUNG & Co.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SUNG & Co.,
No. 68, PRAYA. [680

TONG TSUN,
72, QUEEN'S ROAD CENTRAL,
TAILOR AND GENERAL DRAPER,
has just received a Fresh shipment of WINTER GOODS including
CHRISTY'S HATS,
NAP AND PILOT CLOTH,
&c., &c., &c. [2275

INTIMATIONS.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. DOLLAR LOAN OF 1885.

SECOND DRAWING.

NOTICE IS HEREBY GIVEN, that in conformity with the provisions contained in the Agreement for this Loan, the following Numbers of Bonds to be paid off at par, at the Offices of the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, in Hongkong, on the 18th day of January, 1887, when the Interest thereon will cease, were this day Drawn for payment at the Office of the said Bank in Hongkong, in the presence of Mr. WALTER HARRY YOUNG, Acting Accountant of the said Bank, and of the undersigned Notary.

NINE HUNDRED AND THIRTY BONDS FOR PAYMENT, NUMBERED:—

1	3	4	7	8	10	11
12	13	14	17	22	24	27
32	34	36	38	40	41	43
57	58	60	61	63	64	68
69	71	72	74	78	85	89
92	104	106	107	108	111	113
116	121	122	123	124	132	134
142	146	147	148	154	155	157
162	163	176	178	179	181	182
183	184	185	186	193	194	195
200	206	207	208	226	227	228
230	236	240	242	256	261	262
267	268	272	273	279	280	281
282	284	288	291	292	293	294
299	300	308	309	317	318	321
322	324	326	327	329	330	333
335	336	337	338	339	340	341
345	348	350	352	353	355	358
364	377	379	381	383	384	389
394	395	396	410	415	427	430
436	437	439	440	456	460	466
467	469	470	473	474	475	478
480	483	485	486	488	497	498
501	503	505	509	523	524	527
528	534	535	536	545	546	547
550	553	559	560	562	564	573
574	575	581	582	583	584	585
586	589	590	591	593	595	596
597	606	608	609	612	614	615
622	624	625	632	633	635	638
639	641	648	650	652	655	657
658	671	674	676	680	689	690
699	700	702	704	707	712	714
716	717	719	728	733	735	736
737	754	755	756	757	761	763
764	771	772	776	777	778	779
782	783	795	797	798	801	803
804	805	806	810	811	812	823
825	830	831	833	834	836	838
839	841	842	844	845	850	851
852	856	858	859	862	867	868
869	878	881	882	884	885	891
893	894	895	896	899	903	910
911	913	916	917	919	922	924
925	929	930	931	938	940	941
942	943	946	947	954	955	957
964	969	971	972	974	979	980
983	984	985	986	988	998	999
1000	1001	1017	1022	1024	1030	1032
1041	1044	1047	1049	1058	1059	1060
1064	1066	1068	1070	1071	1072	1073
1074	1077	1079	1080	1088	1089	1092
1097	1100	1103	1108	1109	1111	1112
1113	1114	1115	1116	1117	1119	1127
1133	1136	1138	1139	1140	1142	1144
1148	[illegible]	1151	1161	1162	1164	1168
1169	1172	1174	1190	1191	1194	1195
1197	1201	1202	1207	1209	1211	1212
1214	1218	1220	1233	1235	1238	1239
1246	1248	1249	1251	1254	1255	1258
1260	1261	1267	1269	1277	1283	1287
1288	1289	1293	1294	1295	1308	1311
1314	1315	1316	1317	1324	1327	1331
1333	1334	1335	1338	1342	1343	1346
1347	1348	1354	1355	1357	1359	1360
1361	1362	1363	1364	1375	1378	1380
1381	1382	1386	1387	1388	1389	1390
1391	1392	1393	1395	1396	1399	1408
1412	1413	1418	1422	1424	1428	1432
1433	1435	1436	1439	1440	1446	1449
1459	1460	1461	1462	1464	1468	1474
1475	1478	1482	1489	1493	1494	1497
1500	1504	1506	1507	1513	1516	1519
1520	1521	1524	1525	1527	1529	1530
1531	1532	1549	1550	1551	1553	1555
1556	1558	1560	1563	1564	1565	1568
1569	1570	1572	1574	1576	1579	1588
1590	1591	1592	1593	1594	1595	1596
1609	1612	1614	1616	1618	1621	1622
1623	1624	1625	1626	1627	1639	1641
1642	1643	1644	1645	1646	1647	1649
1650	1653	1654	1660	1663	1666	1668
1669	1676	1681	1682	1685	1686	1696
1697	1699	1700	1704	1718	1722	1727
1733	1734	1740	1745	1746	1748	1750
1751	1753	1754	1759	1768	1769	1770
1771	1772	1773	1776	1788	1789	1791
1797	1803	1804	1807	1808	1811	1820
1821	1824	1825	1827	1834	1836	1837
1839	1840	1841	1842	1850	1851	1853
1854	1857	1858	1860	1862	1863	1865
1867	1868	1885	1887	1889	1891	1892
1903	1917	1921	1923	1928	1930	1931
1932	1933	1934	1937	1938	1939	1940
1953	1954	1970	1987	1990	1991	1998
1999	2000	2001	2003	2005	2006	2014
2015	2016	2021	2024	2030	2031	2032
2033	2044	2045	2046	2048	2051	2054
2064	2067	2072	2074	2075	2076	2078
2079	2081	2083	2084	2096	2098	2102
2103	2109	2116	2118	2121	2123	2127
2128	2130	2134	2137	2139	2140	2142
2169	2170	2171	2177	2178	2179	2183
2185	2194	2197	2202	2205	2206	2216
2221	2229	2233	2234	2237	2241	2242
2243	2247	2248	2249	2251	2255	2256
2257	2266	2267	2268	2271	2274	2275
2279	2283	2284	2286	2291	2292	2293
2296	2297	2301	2302	2303	2304	2308
2309	2312	2313	2314	2322	2324	2325
2327	2331	2332	2333	2335	2336	2337
2338	2340	2345	2347	2350	2351	2352
2353	2354	2355	2356	2365	2366	2373
2374	2375	2376	2377	2378	2399	2402
2404	2408	2409	2410	2418	2419	2423
2431	2432	2435	2439	2440	2442	2443
2447	2448	2450	2451	2457	2458	2459
2460	2461	2462	2463	2464	2466	2467
2468	2469	2471	2473	2478	2480	2481
2483	2486	2492	2493	2497	2498	2499
2500	2501	2502	2504	2526	2527	2536
2541	2546	2564	2565	2568	2569	2570
2572	2573	2583	2589	2590	2592	2605
2606	2607	2608	2610	2611	2612	2613
2617	2618	2619	2621	2622	2623	2627
2628	2630	2631	2632	2633	2639	2641
2642	2654	2657	2658	2659	2662	2663
2665	2667	2673	2676	2677	2681	2690
2691	2693	2694	2695	2700	2710	2711
2712	2713	2714	2715	2716	2718	2720
2721	2723	2724	2725	2732	2744	2745
2746	2747	2748	2750	2752	2753	2769
2771	2773	2777	2780	2782	2785	...

For Hongkong Currency $500 each,

For the CHARTERED BANK OF INDIA AUSTRALIA & CHINA,

W. H. YOUNG,
Acting Accountant.

Countersigned,

VICTOR H. DEACON,
Notary Public,
HONGKONG.

Hongkong, 16th October, 1886. [2249

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 26th August, 1885. [35

SQUARE BOTTLE WHISKY,
NAPIER JOHNSTONE'S BLEND,
Superb Quality,
CUTLER, PALMER & Co.'s SELECTION.
Apply to
LANE, CRAWFORD & Co., Hongkong.

2310]

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January 1867. [21

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers. [943

INSURANCES.

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1781

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [16

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 27th March, 1882. [744

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January 1882. [14

AMICABLE INSURANCE OFFICE, LIMITED,
(OF CALCUTTA).

THE Undersigned are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th September, 1886. [1852

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements .....at ½ % Net per Annum.

On First-class Godowns, & Merchandise stored therein .....at ¾ % Net per Annum.

On Coals .....at 1 % Net per Annum.

On Petroleum in Licensed Godowns .....at 1½ % Net per Annum.

On First-class Chinese Tenements .....at 2 % Net per Annum.

On Second-class Chinese Tenements .....at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [13

FIRE INSURANCE COMPANY, OF 1877. IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.

Hongkong, 18th January, 1884. [184

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 18th November, 1872. [11

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.

Hongkong, 1st April, 1885. [697

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [9

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1882. [897

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [10

CUTLER, PALMER & Co.

The well known Wine Shippers to China,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—

Messrs. JARDINE, MATHESON & Co. } Hongkong and
" SIEMSSEN & Co. } Shanghai.
" LANE, CRAWFORD & Co. }

Call attention to some of the Wines and Spirits consigned to their care by this well-known house:—

CLARETS, Mouton, Larose, St. Julien Medoc, both in Quarts & Pints.

"INVALIDS," & AMOROSO, SHERRY.

MANZANILLA SHERRY—very pale & dry.

WHITE SEAL SHERRY—very popular in China in consequence of its softness and purity.

These Sherries are also shipped in Jars containing 4 gallons.

"INVALIDS" PORT, a most agreeable wine, approved by many Physicians.

SCOTCH WHISKY—of several sorts, viz:

In square bottles—Napier Johnstone's.

In round bottles—C. P. & Co.'s, "Heart shaped label."

In round bottles—The celebrated Glenlivet IRISH WHISKY—only the best.

COGNAC—The popular * * * * now necessarily dearer, because of low exchange.

* * * Quality, the next best and not a bad substitute for 4 Star.

* * Quality, of age equal to Hennessys and cheaper. [2107

WING TAI & Co.

SHIP'S COMPRADORES, STEVEDORES, AND COAL MERCHANTS,

FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE.

No. 25, PRAYA CENTRAL.

客發洋煤司公榮 [1820

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, AND MELBOURNE, VIA FOOCHOW.

THE Company's Steamship

"CHANGSHA,"

J. G. Williams, Commander, will be despatched as above TO-MORROW, the 15th instant, at FOUR P.M.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are accommodated in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions throughout the entire voyage.

A fully qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th December, 1886. [2272

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"DIAMANTE,"

Captain McCaslin, will be despatched for the above Port TO-MORROW, the 15th instant, at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, 13th December, 1886. [2329

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENEAGLES,"

Captain Park, will be despatched as above on or about the 15th instant.

This Steamer has superior Accommodation for Passengers and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 10th December, 1886. [2259

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamship

"ELEKTRA,"

Captain G. Ragusin, will be despatched as above on THURSDAY, the 16th instant, at NOON.

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, 13th December, 1886. [388

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain A. B. Mactavish, will be despatched for the above Ports on FRIDAY, the 17th inst., at THREE P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 9th December, 1886. [2303

FOR SAIGON.

THE Steamship

"PROTOS,"

will be despatched for the above Port on SATURDAY, the 18th instant.

For Freight or Passage, apply to

SOY SING,
No. 96, Bonham Strand.

Hongkong, 11th December, 1886. [2326

FOR SINGAPORE, HAVRE, AMSTERDAM, AND HAMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, ROTTERDAM, LONDON, LIVERPOOL, AND BREMEN).

THE Steamship

"NIOBE,"

Captain Pfaff, will be despatched for the above Ports on SUNDAY, the 19th inst., at FOUR P.M.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, 13th December, 1886. [2328

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE.)

THE Company's Steamship

"PRIAM,"

Captain Butler, will be despatched as above on SUNDAY, the 19th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th December, 1886. [2321

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, AND GENOA.

(Taking Cargo at through rates to MADRAS, PERSIAN GULF, BAGDAD, all MEDITERRANEAN, ADRIATIC and LEVANTINE PORTS; ALEXANDRIA, ODESSA, and MARSEILLES, and also to BUENOS AYRES, MONTEVIDEO, VALPARAISO and CALLAO.)

THE Company's Steamship

"D. BALDUINO,"

Captain G. Dodero, will be despatched as above on MONDAY, the 20th instant.

The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewardess.

For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 13th December, 1886. [1157

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain Shannon, will be despatched for the above Ports on WEDNESDAY, the 22nd inst., at NOON.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 9th December, 1886. [2308

STEAM TO YOKOHAMA VIA NAGASAKI A